

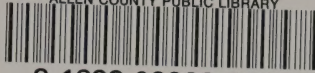


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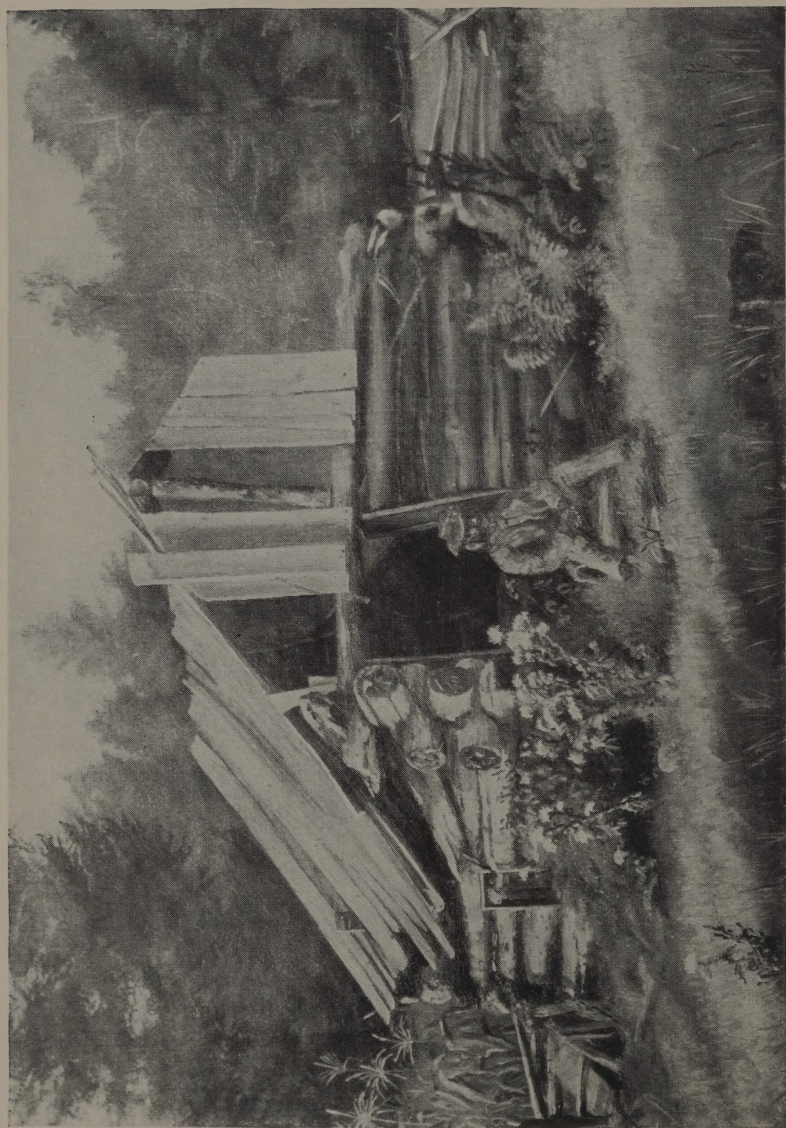
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KANE *and the*  
UPPER ALLEGHENY



THE FIRST HOUSE *in* KANE



# KANE *and the* UPPER ALLEGHENY

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By  
J. E. HENRETTA

PHILADELPHIA, PENNSYLVANIA  
1929

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and good wishes  
J. E. Henretta*

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TO MY WIFE

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## *Foreword*

The scope of this book is roughly indicated in the title. It has seemed that in the multiplicity of works on the history of Pennsylvania certain sections of the state have been somewhat overlooked. This is particularly true of the region bordering on the upper reaches of the Allegheny River flowing from its mountain home in Potter County and keeping in its circuitous course almost equidistant from the town of Kane.

Throughout the following pages the object is to tell the story of an interesting town seated on the Big Level, an elevated plateau two thousand and more feet above the sea, about whose base flows the river; to write also of the winding river, its interesting prehistoric past, its place of importance in Indian days, in Colonial times, and in the days of the Revolution; to locate Indian trails, springs, villages, and places of interest of the region round about with Kane as a center. No attempt is made to write a county history.

In the early history of Kane much of the data used was gathered from interviews with old residents whose recollection of events in bygone years unfortunately did not always coincide, but in every instance the greatest care was used to guard against error. In dealing with all controversial questions the policy has been followed of quoting original sources, letters, and contemporary press reports in order that the student and reader may reach an independent and unbiased judgment and conclusion.

Because of the paucity of material, much original research had to be undertaken, and it is a pleasure to acknowledge the assistance received from many organizations and individuals. Mention of a number of these has been made in the text, but the list so appearing is by no means complete. The following have also given generously of their time, and have aided materially in the work: Miss Madge E. Adams; Mr. Fred Aggers; Mr. L. L. Bishop, Forest

Supervisor, Allegheny National Forest; Mr. W. H. Davis; Mr. Edmund L. Day; Miss Margaret Dodds, Librarian, Kane Public Library; Mrs. R. J. Gates; Mr. Ray Gordon of the Cornplanter Indian Reservation; Mr. A. R. Hazard, Secretary, Kane Y. M. C. A.; Dr. Thomas L. Kane; Superintendent C. W. Lillibridge, McKean County Public Schools; Miss Lena Meisel; *The McKean Miner*; Mrs. S. S. Newcomer; Mr. Elisha Lee, Vice-President, Pennsylvania Railroad; *Kane Republican*; Hon. R. B. Stone; Mr. William A. Ritchie.

The fine courtesy and assistance of the libraries at St. Etienne, Lyons, and Paris, France, were particularly helpful and appreciated.



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I

*The Topography*

THE Big Level is a tableland or plateau of considerable extent including the area between Wetmore and Kane on the south and west, and to the north roughly following a line parallel with Hubert Run and Kinzua Creek almost to the New York State line, thence east to within a short distance of Bradford; from here the boundary runs in a southerly direction to Mount Jewett and from Mount Jewett, the Big Level thrusts itself, one end east and north, including possibly forty per cent of the area of Potter County and extending almost to the Tioga County line. This is the celebrated Black Forest country. The other loop or extension of the Big Level from Mount Jewett stretches south through Elk County and along the Cameron County line, reaching almost to Ridgway.

This elevated region is of great interest to the geologist. Kane occupies the watershed of the western division of the Big Level, whence the drainage flows on the north into the headwaters of the Kinzua Creek. On the south the Tionesta has its origin within the borough limits and Wilson Creek, a branch of the Clarion River, takes its rise near the southeast border of the town. Along Biddle Street many of the homes are so situated that the drainage from one side of the roof flows into the Tionesta, while from the other the flow is into the Kinzua. Kane is truly "a city set on a hill."

The streams draining the district have, for the most part, narrow valleys with steep rugged sides, a condition which is explained by the fact that the whole plateau, with minor exceptions extending to within a short distance of Bradford, is covered at varying depths below the surface with what is known as the "Pottsville formation," a hard sandstone which resists the action of the streams in wearing away the soil and widening the valleys. Three miles north of Kane may be seen an excellent example of the outcropping of the ledge



of rock upon which rests a good share of the Big Level. "The Rocks" here to be seen show the outcropping ledge as well as several great boulders that have broken off from the parent ledge. A few of the rocks are of considerable size, fifty or more feet in length and fully thirty feet high. No better view of the upper Kinzua Valley can be had than from the top of one of the great boulders. From this point on a clear day, looking across the valley, the same ledge of rock may be seen thrusting itself out from the hillside a little below the Campbell farm on the Wetmore road. Then, as you look closely in the valley below, a great many large boulders may be seen. On closer examination they will be found to be of the same character of rock as that in the formation outcropping on both sides of the valley, and identical with the great boulders that stand up so prominently like sentinels on the hillside commonly known to the people of Kane and vicinity as "The Rocks." Loose boulders of Olean conglomerate are to be found near East Kane and on the hill above the Kinzua road near the borough line. An outcropping of Olean conglomerate may be seen near the north boundary in Glenwood Park and near the site of the Bowman sawmill. Excellent examples of petrified branches and fossils of various kinds are to be found in the locality of this old mill.

It is very evident to anyone who climbs the steep hillside to "The Rocks" to enjoy a view of the beautiful Kinzua Valley, that the strata of rocks outcropping here have for many centuries been protecting the softer formation underneath from erosion, and that the presence of this harder rock is the explanation for the comparatively short, narrow valley, with precipitous sides, extending from Kane to "The Rocks."

It is characteristic of all the valleys extending from the Big Level, that they are nearly all narrow and with steep sides, which is a condition resulting naturally from the presence of the hard, slowly yielding rock formation covering this area at a short distance below the surface. Geologists speak of such an elevated area, drained by short, narrow

precipitous valleys, as "young" or immature, as contrasted with wide valleys and gradually rounded hills, such as may be seen in the valley of the Tunungwant in the immediate vicinity of Bradford.

During the early history of McKean County, very thorough search was made throughout the whole area for coal. *The Gazetteer*, describing McKean County in 1832, says:

It is everywhere hilly along the streams, but nowhere mountainous and abounds with coal, iron and salt. The first is found in every township.

Mines were opened and operated successfully at several places. At Clermont the mines owned by the Buffalo Coal Company were in production constantly and operated for a number of years, but in 1882-83 close competition and cheap coal produced from mines more favorably situated caused a slump in the work, and in July, 1885, the mines at this town were permanently closed.

There is, however, a coal mine sixteen miles east of Kane that has been in operation for over three years. This mine is owned and operated by J. J. Erich & Son. An excellent grade of bituminous coal is produced. The output is largely sold from the mine to leasemen, farmers and others; the remaining production is hauled by truck to Kane, where it finds ready sale. The mine, which is of the drift type, is located on the B., R. & P. Railroad at the little town of Rasselas. Contrary to the history of mining coal at other points in McKean County, the future of the Rasselas mine is full of promise. There are many indications that point to a larger supply, and a better quality will be secured as the mine is developed from year to year.

There is a slight dip to the south in the stratified rock, beginning over the state line in New York and extending further south in Pennsylvania. As a result the same rock formation is found in McKean County farther below the surface than it is a few miles farther north in New York. The coal-bearing measures are here and well distributed in the county, but so thin that the veins usually cannot be profitably worked. During the carboniferous era, the

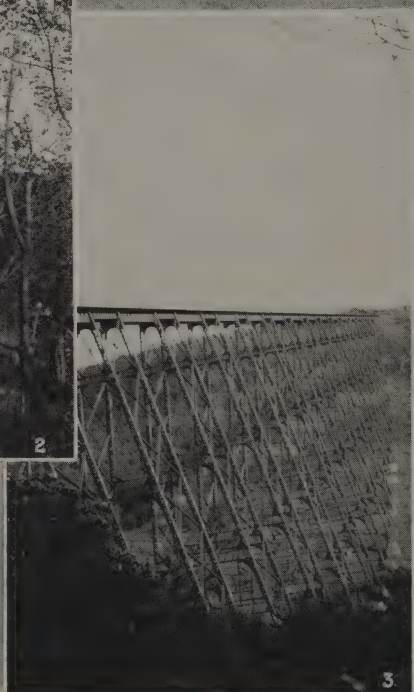
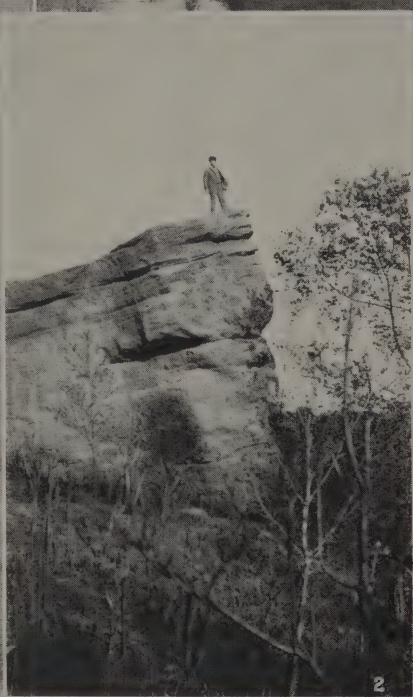
northern tier counties of Pennsylvania were located on the extreme north boundary of that great inland bay that thrust itself north and eastward from the greater body of water covering the mid-continent and westward. This inland bay covered practically all of western Pennsylvania and extended throughout the northern counties, including the anthracite region of eastern Pennsylvania, but did not cross the line into the State of New York.

The question is often asked whether the broad area of the Big Level, broadly rounded hill tops of the region roundabout, does not prove the presence of glaciers. There is no proof in markings of rock, talus of stone, contour of hill or valleys that gives evidence that the great fields of ice ever reached the present site of Kane. The Allegheny River seemed to have been the southern limit of the great ice sheet in this region. By study of the Allegheny, much of interest may be learned of conditions in the ice age. The river itself tells an interesting story. Apparently for a time there were two rivers, one flowing southwest along the present course of the stream, beginning in the vicinity of Big Bend, and flowing finally into the Ohio and the Gulf. The other river, also originating at Big Bend, flowed north and east, ultimately reaching Lake Erie at a point a few miles east of Dunkirk. But this valley became filled in time with the outwash from the great glacier; in places this material has filled in the valleys from two hundred to three hundred feet deep; the ridge at Big Bend was finally cut through and the present river course was followed from the location of the city of Olean to the Gulf of Mexico. Along this glacial river were many lakes for long periods of time. These were caused by the accumulation of great quantities of detritus from the glacier which blocked the valleys of streams emptying into the Allegheny. Lakes, some of them of considerable size, were the result. Tunungwant, Quaker Run, and Wolf Run valleys were at one time filled with glacial lakes.

Little is known of the vegetable or animal life of the glacial period. How many questions we would ask—Why



did the ice sheet tarry at the northern bank of the Allegheny? Was the Big Level higher than at present or was it submerged as in the carboniferous era? If we could be privileged to view the landscape, how different would be the scene. If some clear morning we could look to the north from any vantage point near Kane in these early days, the great snow and ice barrier beyond the river could be seen glistening in the sun. The outlook would be similar to that confronting Peary or Stefansson in the Arctics. The Allegheny, carrying the melted ice and snow, moved in its current as swift and transparent as the Rhone bears through France the torrent from the great Alpine glaciers.



1. WATER WORKS 2. NORTH KANE ROCKS 3. KINZUA BRIDGE

II

*Early History*

(First Quarter Century)

*History, a distillation of rumor.*

—CARLYLE.

THE history of a city begins long before the erection of the first settler's cabin. There is scarcely a limit to the years of antiquity that may be included in its annals. We may consider the borough of Kane as of comparatively recent origin, having been founded only a few months before the outbreak of the Civil War, but in another sense, and quite as truly, the place may be regarded as one of the greatest antiquity. If it were possible to recall the events of that larger and more extended history of the site upon which the beautiful town is built from the remote past, how interesting would be the panorama of events.

A year ago, in excavating for a new building on Biddle Street, an unusually clear and distinct specimen fossil of a tropical fern was found in the rock formation. How difficult to realize that here, where we now have an elevation of over 2,000 feet, where the summers are short and the winters correspondingly severe, there once grew the luxuriant ferns and other plants and trees now found only in the tropics. Yet in the imperishable records of the rocks the story is told and the proof is conclusive.

If, again, we were privileged to view the pageant of the ages at a later period, how different the scene; the climate has changed, the teeming animal and vegetable life of the coal age is gone and the whole land is covered with a mantle of snow and ice. There is conclusive evidence that the ice age extended to the near vicinity of Kane. We miss the granite boulders carried so profusely into the neighboring counties of Mercer, Crawford, Erie, and Warren.



The contour of the hills, particularly on the Big Level, fail to show any evidence of glacial ice.

So much for prehistoric time. Here we can quite properly consider another period in the early history of man. This time may also be considered prehistoric, so far as Kane is concerned. The early inhabitants of this section of Pennsylvania left but few records. Who were the first men to live on the upper reaches of the Allegheny? Legend tells us that a race akin to the Aztecs lived here. Scattered throughout the region are to be found mounds and other evidences of the presence of this, a higher civilization than the Indian.

How the Indian came and whence, his scanty records fail to tell. Authentic history has no record of the Indian in northwestern Pennsylvania before 1720. Yet, though no book, record, document, or library tells the story of the red man, every hill, stream, and river speaks eloquently of his one-time power and presence in the land. In Crawford County particularly are to be found many reminders of Indian life. The region for miles about Conneaut Lake must have been a favorite one for the Indians. Scarcely an acre of land is cultivated by the farmer without his finding an arrowhead or some other relic of Indian life. Some of the stone pipes, hatchets, and skinning stones found from year to year in the vicinity of Conneaut Lake show excellent design and workmanship.

In the order in which the various tribes held sway in northern and western Pennsylvania, authorities are in fair agreement that the "Alligewi" preceded the Lenapi and were a race of large stature and of considerable intelligence. This early tribe undoubtedly gave the Allegheny River its name. (They seemed to have settled here after migrating from the region west of the Mississippi.) We are given to believe by Rev. Heckawelder that the Alligewi were strongly entrenched in regular fortifications. Thus, for many years they were able to repel the invasion of the Lenapi and the Mengwe, but were finally completely routed by the superior numbers of the invaders and forced to flee down the Mis-

issippi. The Mengwe then made choice of the lands in the vicinity of the Great Lakes and the Lenapi the lands to the south. For many hundred years the two tribes lived peaceably in this country, but late in the seventeenth century the Mengwe began an intensive warfare on their more peaceful neighbors to the south and succeeded in driving them eastward, where they settled along the Delaware River and are now known to us as the Delawares. Later, at the beginning of the conflict between England and France in the New World, we find the tribes of the Five Nations (better known in history as the Six Nations) in complete dominance in this part of the country.

When the kings of England first claimed ascendancy over the lands in North America, they were without definite knowledge of the extent of the country. It was a common practice in describing grants to have them extend westward to the Pacific Ocean. They were often indefinite even in designating northern and southern boundaries. Grants of one king often overlapped those of another king and the many conflicting claims resulting were the causes of disputes between individuals and colonies for many years.

The northern tier counties of Pennsylvania were disputed territory. After England and the colonists had wrested the valley of the Ohio from the French, the proprietors of Pennsylvania had to contend with the conflicting claim of Connecticut, based on the grant given in 1635 to Lord Saye and Sele which gave to Connecticut "all the soil from Narragansett Bay to the Pacific Ocean." The proprietors of Pennsylvania claimed this territory on a grant to William Penn in 1681, which covered all the territory northward to the forty-third degree of latitude. This disagreement was settled in 1782 by Congress, acting under the Articles of Confederation. After the French and Indian wars, the land in northwestern Pennsylvania became known as "Indian country"—the last stronghold of the Indians in Pennsylvania. This territory was purchased from the Six Nations in October, 1784, and from the Delawares in January, 1785. These purchases extinguished the last Indian claim to land

in Pennsylvania. Only one chief, Gyantwochia, or Cornplanter, reigned thereafter within the state. He was given permission by the state, after the Revolution, to select 1,500 acres for himself and his tribe. He chose 640 acres of land on the west bank of the Allegheny, about fifteen miles above Warren, together with two large islands adjoining. There he located about 1791 and we find his tribal descendents there today—the last of the red men in Pennsylvania.

The story of Kane from its beginning in 1866 to the present is the narrative of the founding and growth of what, in its early years, might almost be described as a frontier town. True, there were well-established towns and cities farther west in the state and nation when the first cabin was built by white settlers within the site of the town. But the work of extending the Pennsylvania Railroad to Erie on the lake (the route traversing much unbroken wilderness, particularly in Elk and McKean counties), the privations of the early settlers in their struggle to found a city in the wilderness, the lack of roads save the merest trail through the woods; all these produced living conditions which required of the early settlers all the hardihood and courage of the typical frontiersman.

It is well to note the great events taking place in the world and nation when the first group of settlers came into this region led by Colonel Thomas L. Kane, with the determination to found a settlement and a town. The Civil War had just closed and soldiers of the North and the South, fresh from the great battlefields of the war, from the Wilderness, from Richmond, and from Appomattox, were to be found in every village of the land. Here and there throughout the North could be seen soldiers at work in the fields and wearing, not infrequently, part or all of the old blue suit of war days.

In Europe, the stage was being set for the impending struggle which was to decide whether Prussia or Austria was to be dominant in German affairs. Bismarck was approaching the zenith of his great powers. He exerted



himself to bring about the war which followed. The great battle of Sadowa shut out Austria and made Prussia leader of the German states.

This led quickly to the Franco-Prussian conflict, the defeat and humiliation of France and the corresponding aggrandizement of the newly established empire.

In the United States, the great problems were largely political and economic. In the South were put forth and tried many plans to prepare the States of the Confederacy for readmission to the Union.

North and South felt keenly the enormous losses in men as well as the destruction of property in the war-torn areas. The entire nation was deeply in debt, far greater debt than the country had ever before known. Taxes were heavy, consequently prices were high, and work in many places scarce. The percentage of unemployment in all large centers was high.

The time was ripe for some of the great tasks of the nation. A great industrial program was soon started that continued almost uninterruptedly for a half century. Railroad building shortly became the leading work, and the gigantic task of building the transcontinental lines gave employment to thousands of men for a period of years.

In 1864, the Pennsylvania Railroad completed its line through Kane and westward, connecting with a portion of the line from Erie and the Great Lakes. Henceforth, a heavy traffic in freight was to move over the new road to and from the lake port of Erie.

The building of the Philadelphia and Erie by the Pennsylvania Road was a farsighted move, for it did more than open a new way to the west, securing thereby for the parent road a share of the traffic of the lakes. The opening of this road also made possible the settlement and development of much of the land in the northern tier counties.

Late in the summer of 1856, so the story runs, Colonel Kane with a party of scouts, prospectors, and woodsmen had located at Williamsville, Elk County. At that time the forest was unbroken in all directions and the duty of

the group of adventurous spirits at Williamsville was to explore the country and gather information as to the timber and mineral resources of the land. In September, while on a trip into McKean County, a party with Colonel Kane as leader came upon the site of the town which was later named for its founder. The party was much pleased with the location and enjoyed the clear, bracing air. A great spring was located, probably Council Spring, and the fatigued party of explorers rested near by for a few days. There is no record of the events of this early visit. We can easily picture the little group making temporary shelter among the trees and at nightfall gathering about a fire in the open. Just what kind of shelter was erected, we can only conjecture. One of the stories of the early history of the town is to the effect that a great hollow tree lying prostrate on the ground formed a good part of the shelter during the few days the party camped near the Council Spring. The truth of this story is made probable by the fact that a great hollow log was allowed to remain undisturbed for many years in General Kane's garden. It is said the General would never give his permission that the log should be disturbed.

With characteristic courage and enterprise, Colonel Kane began in 1860 to build a home. The site chosen was that known to Kane people for two generations as the "Old Homestead." The stone for the foundation was nearly all piled ready for use in the wall when the Civil War broke out. Without hesitation, Colonel Kane volunteered, being the first man in Pennsylvania to offer his services to his country. To follow the heroic founder of Kane during the next four years would be to follow the great events and record many of the leading battles of the Civil War.

The work of building his home, for the time, was abandoned and it was not until 1864 that active construction was resumed. When work was again started on the residence, it was found that, during General Kane's absence in the war, someone had appropriated most of the stone. Work, however, on the house was pushed vigorously and in less than a year it was ready for occupancy.

A sawmill was built near the present site of the American Window Glass factory; this furnished lumber for the Kane mansion and also for the New Thomson House. The mill burned down in 1867, with a loss of over \$50,000.

The first houses in the town were those of Colonel Kane, located on the hill, south of the American Window Glass factory on the site since known as the "Old Homestead." There was also some railroad shanties on the edge of Evergreen Park and the log cabin of Scipio Young, who lived near where the Highland road crosses the Pennsylvania Railroad.

Before following further the story of the town, it may be well to glance briefly at the formation and early events in the history of McKean County. The county was formed from Lycoming County by Act of the State Legislature March 26, 1804, receiving its name from Justice McKean, then governor of the state. Smethport was the county seat, but was not fully equipped for judicial purposes until 1826. Up to that time court business was usually transacted at Bellefonte in Center County. Progress in settling the county was slow because of isolated situation and distant ownership of lands, much of the land being controlled by the Friends in Philadelphia. Its original area was 1,442 square miles, but a part of this territory was given up to form Elk County in 1843, and a still further part was conveyed to help in forming Cameron County in 1860. At the present time McKean County contains about 1,000 square miles.

When William Penn came to what is now the State of Pennsylvania he was only dimly conscious of its great extent. In laying the foundations of the Commonwealth he erected three counties, Bucks, Philadelphia, and Chester. Chester County extended over the western portion or, to speak more accurately, only over the inhabitable areas of the state in the western end. Disregarding the title of the Six Nations to all northwestern Pennsylvania, it might be said that the area now included in McKean County was, in the beginning, a part of Chester, but it should not be forgotten that the Indians claimed and occupied this part of the state until the treaty of 1784.

To go a step farther back in history, the entire area in northwestern Pennsylvania was held by the Seneca Indians, but was ceded to the government by the Six Nations at Fort Stanwix, New York, in 1784.

When the first settlement was made on the present site of Kane, the nearest town of any size was Buena Vista (Wilcox). At this latter place a fair-sized sawmill was located, owned by Colonel Wilcox.

Among the earliest settlers, we might mention Michael Glatt and John Filhart, who came on invitation from Colonel Kane. Filhart settled near Kanesholm and after clearing twenty acres of land, moved away. Glatt cleared a hundred acres of land near the head of Hubert Run, believing that the railroad then building farther east would cross the height of land at the head of Hubert Run and follow that stream down to the Kinzua and Allegheny. General Kane found a better grade and crossing, and the road was built over its present course, leaving Glatt's farm three miles from the town and railroad. There was some reason for believing that the Sunbury and Erie (later the Philadelphia and Erie) road would cross the divide at Glatt's farm. Some embankments pointing in that direction may be seen about a mile below East Kane. The good judgment of Michael Glatt as to soil values is amply proven by the excellent farm originally selected by him and still owned and cultivated by his family.

During the sixties, great flocks of wild pigeons were to be seen in the spring and fall of the year. Bands of Seneca Indians would camp in the woods near Kane and would spend weeks in hunting wild pigeons. On these annual visits, the early settlers were impressed with the manner in which the Indians regarded the great mineral spring at West Kane. This spring was widely known among the Seneca and other tribes of the Six Nations. Its waters were believed to have great curative powers, and large delegations of Indians came annually from far and near to be restored to health by drinking the sparkling water.



There was little progress during the period of the Civil War in opening up new regions for settlement. This merely reflected conditions throughout the country. The nation awaited anxiously the outcome of the great conflict in the south. Patriotic loyalty to the country was the order of the day, and nowhere was this more noticeable than among the sturdy men who but a few years before had come into the great forest area of the north tier counties to clear the land and build homes. Three companies of these hardy backwoodsmen responded promptly to Lincoln's call for volunteers. They came from the counties of Cameron, McKean, and Elk. How promptly they responded may be seen from the fact that within twelve days from the call of the President, or to be exact on April 27, the three companies recruited by Colonel Thomas L. Kane and under his splendid leadership, were assembled along the banks of the Sinnemahoning. They prepared rafts on that stream and actually embarked with their gallant leader. The start was made at Driftwood, from which place they drifted down to the Susquehanna almost to Lock Haven. Colonel Kane took with him his favorite horse, "Old Clarion." The raft on which he rode down the river was guided safely on the trip by Smith Guthrie, a man of unusual size and strength.

At Lock Haven, Colonel Kane placed his men on the train and they were rushed to Harrisburg. Here the three companies were promptly accepted and placed in the service of the general government.

Each man in the three companies wore the tail of a buck deer in his cap, which gave the name "Bucktails" to the regiment later to be formed. The companies recruited by Colonel Kane were united with companies from Chester County led by Colonel Charles Frederick Taylor.

It is interesting to note that the distinguished officers, Colonel Kane and Colonel Taylor, each had brothers even more noted. Kane was a man of unusual training and ability. He was educated abroad and served for a time as editor in Paris, later returning to his home city, Phila-

delphia, where he spent some time in the study of law. In the Civil War, Colonel Kane's ability and courage soon won for him the rank of Brigadier General. His more widely known brother was Elisha Kent Kane, the Arctic explorer.

Colonel Taylor was also a man of scholarly training and had traveled widely, having toured Europe with his illustrious brother, Bayard, the author of *Europe as Seen with Knapsack and Staff* and many other works of prose and poetry.

The character of the men, the long distance they traveled, the bucktail worn in the cap, the trying march through the woods from their homes to Emporium, where they built the rafts, the subsequent trip by water to Lock Haven, all tended to make the entrance of the Bucktails into the war more picturesque than that of any similar body of men in the great conflict.

In 1861 and 1862, the moving spirit in the little settlement at Kane was in the southland following the flag, General Kane being the first man in the State of Pennsylvania to volunteer in response to Lincoln's call for 75,000 men April 15, 1861. During the war period it seemed as if nature was about to repel the invading settler and the primeval forest would once more become unbroken over the Big Level.

It is eminently fitting that the beautiful state road beginning at Kane and running east through Ridgway, St. Marys, Emporium, and on to Lock Haven and Williamsport, over much the same route followed by the gallant Bucktails on their way to the front in response to their country's call, has been named the Bucktail Trail.

Monuments have been erected in honor of officers and men of this distinguished regiment in various parts of the country and on the battlefield of Gettysburg. Yet it is doubtful if a more lasting memorial could be selected than the splendid road that bears their name.

By the year 1863, the war had reached the stage when the North could no longer carry on the war, dependent on

volunteers alone. It was necessary to draft men into the service. Even the sparsely settled region about Kane was called upon to furnish a quota for each draft.

August 15, 1863, quotas for draft from near-by townships were as follows:

Keating and Borough Smethport.....	29
Lafayette.....	2
Hamlin and Wetmore.....	7

Twenty-four names were put in the box from Hamlin and Wetmore, and these seven men were drawn: Charles Riley, William Kinney, John Gano, George Aunio, Michael Dugan, John Sheans, and Edward Swaney.

The presidential election of 1864 was closely contested in McKean County. Lincoln was opposed by McClellan. The total vote in the County for Lincoln was 671; for McClellan 616. In Wetmore Township, which included Kane, nine votes were cast for Lincoln and none for McClellan.

One of the most important events in the history of Kane and of the territory of which it is the center, was the completion of the Philadelphia and Erie Railroad in October, 1864. The details of this important task are given in the chapter on Railroads.

When the excavations were being made for the Philadelphia and Erie shops and roundhouse, some cannonballs were found. Various theories have been advanced to explain their presence at this place. Perhaps the most probable is that, in carrying supplies for Perry's fleet on Lake Erie in preparation for the battle of Lake Erie, September 10, 1813, the government sent part of the material supplies and equipment by water up the Susquehanna from Baltimore. From the Susquehanna, this route would lead up the Sinnemahoning as far as Driftwood, which place could easily be reached with boats of fair size. Driftwood is less than 140 miles from Erie and the route would lead through a comparatively level country for the most part, and Kane would be on the direct path of such a route.

It is certain the necessary materials and supplies for Perry's fleet had to be carried overland from Philadelphia or other cities on the Atlantic seaboard, but the usual route given is by way of Pittsburgh; though the route from Baltimore via Harrisburg, Lock Haven, and Emporium, with wagons from the latter place, would be much shorter. However this may be, early settlers in Kane remember a wagon trail passing through the present site of the town from east to west and over the site of the Pennsylvania Railroad shops. That this road was used years before for heavy wagon traffic was clearly indicated by the hub marks on the trees along the side of the road. The following paragraph from the *Kane Republican* of April 4, 1913, indicates at least local belief in this theory of the route taken from Philadelphia to Erie:

It is possible that Kane residents will see the powder wagon that is to be sent from Wilmington, Delaware, to Erie, where it will participate in the 100th anniversary of the victory of Perry on Lake Erie, to be held in July. The wagon will traverse the old route used at the time the original wagon was sent across the country, and if it does, will come through Kane.

Some investigation of the above resulted in a letter from the Dupont Company given in another chapter which seems conclusive that the powder wagon for Commodore Perry's fleet reached Erie from Wilmington via Pittsburgh, Butler, Meadville, and did not, therefore, go through Kane.

Locally, the town was getting started. General Kane had completed his home, "The Old Homestead," in 1864.

Some German settlers from St. Marys concluded that the town did not have a future for them and moved back to St. Marys.

Lew Medeberg started the first store here in the spring of 1864, later selling out to O. D. Coleman. J. D. Leonard was appointed first postmaster and continued to hold office until Cleveland's administration.

While the Civil War was in progress, and for many years after, the slave in the south was the object of genuine sympathy on the part of all loyal people throughout the north.



Near Kane passed an important "underground railroad" over which many slaves made their escape to Canada and freedom. The route was from Baltimore, Maryland, via Bellefonte, Grampian Hills, Punxsutawney, Brookville, Clarrington, Warren to Lake Erie and Canada. The run-aways usually went in pairs, but sometimes as many as forty would go through over the route in the same day.

It was in 1864, also, that General Kane secured the passage of an act of the legislature prohibiting the sale of intoxicating liquor within one and one-half miles of town. Every effort was made to build a model town.

The next year the Kane Gas and Water Company was incorporated.

Late in June, 1865, occurred the big fire that destroyed the extensive sawmill built some years before by General Kane. His loss was estimated at the time to have been \$20,000. The loss of the mill was a severe blow to the growing town and even to the railroad; for there were many residents planning to build homes and the railroad was in the midst of its building program—shops, round-house, and station.

Considerable attention was given during this period to road building. General Kane was one of the Commissioners for building the McKean, Elk, and Forest State Road, and during the summer of 1867, put a force of men at work cutting out that portion of the road between Kane and Marvin Creek via Howard Hill (Mount Jewett). That the route selected, up Marvin Creek, with an easy grade to the summit of Howard Hill, thence to Kane, was an excellent one was shown by surveys of state engineers nearly sixty years later, for the concrete road was built on the earlier roadway, with but very slight changes, and these changes were made for the most part to avoid crossing the right of way of the Baltimore and Ohio Railroad. Thus, from the very earliest years, great importance was attached to the value of roads leading to and from Kane.

The early settlers in Kane could easily qualify as pioneers, for the conditions of life were quite as rigorous as life on

the frontier, or as was the experience of the settlers at Plymouth or Jamestown in the early colonial days. The first few years spent here by Scipio Young and his family would serve as a case in point. Young was born a slave in Essex County, Virginia, and came north at the close of the war in the service of General Kane. The Young family lived for twelve years in a log cabin, near where the Highland Road crosses the Philadelphia and Erie Road. When they first arrived, cook stoves were hard to secure, and for a time the family prepared their food over an open fire. A kind-hearted railroad man, a Mr. Daly, showed them how they could use a shovel on which food could be cooked much more effectively, and for six months the family lived with a shovel as its only cook stove.

At the end of six months they were able to buy a stove from a man living near Kanesholm. Years afterwards they related how the stove was delivered by ox team in mid-winter, and that, with the stove, they felt they were very comfortably situated.

As early as 1865 a school was opened in a little one-room log house on the site of the present Baltimore and Ohio station. The windows on the side extended nearly to the floor, so that the boys and girls could easily climb out without the formality of going through the door. The school quickly became a well-established institution. In 1866 there were enrolled from thirteen to fifteen pupils. Slab wood from the near-by sawmill furnished the fuel. Some of the early teachers were Miss Starks, later Mrs. Van Dyke of Smethport, and the late Mr. Samuel Smith of Port Allegany.

The little log school was also the first church in Kane. It was a Union church, too, for several different denominations met as one congregation for some time. The school and the church were, therefore, very close in the early history of the town. We must not smile at this crude little log church and school, for here served some of the best teachers in the Kane schools and here, too, attended church, probably the most distinguished man that ever visited the town, General Grant.

The Pennsylvania shops were completed in 1866; this was an event that meant much to the future growth and prosperity of the town. The shops were later transferred to Renovo, but during all the years since the railroad was first built, the Pennsylvania has employed a large force of men at good wages.

In the spring of the same year a Catholic Church was built near where the Kane Bank and Trust Company building is now located. This was the first church building in Kane.

The first well-founded reports that oil was to be had in the vicinity were also in the years immediately following the close of the Civil War and nearly twenty years before oil in paying quantities was discovered on lands of James McDade.

In August, 1866, a Mr. Welsh drilled a well at Bradford and, at a depth of a little over seven hundred feet, struck oil-bearing rock. The oil was of the usual high quality of the Bradford field and it was not long until more and more successful wells were put down and the region about Bradford developed rapidly into one of the most important fields in the early oil industry.

During the years following the close of the Civil War the recognized sources of wealth were railroading and lumbering. In certain parts of the county, the mining of coal was beginning to attract attention and farmers had made some little progress in clearing the land and preparing for agriculture.

General Kane was in correspondence with many of the leading men of the nation at the time. Some of the correspondence is of more than usual interest, as it reflects the thought of the time on important questions of the day.

William D. Kelley was then a member of Congress and vitally interested in reciprocity with Canada. Under date of April 20, 1866, Judge Kelley wrote as follows to General Kane:

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KANE and the UPPER ALLEGHENY

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39TH CONGRESS U. S. H-R.  
WASHINGTON,  
April 20, 1866.

MY DEAR KANE:

Your country is a good one for growing barley, and I invoke your aid in our contest with the British Provinces. We must starve them into the Union, and to that end must raise our own barley. We are their only customers. We will give our fields the benefit of ten or fifteen cents per bushel, which, with the difference in transportation, ought to make it a paying crop. I mail in equal parts to you and my old friend Reuben Winslow of Benesette in Elk, my quota of seed from the Agricultural Department, in the hope that you will use it or induce some enterprising neighbor to do so.

The argument is made here that we cannot grow our own supply, while the truth is that we have the climate in our northern latitude. Yours is the very country for it. Will you not bring the subject to the attention of your citizens? The subject is more important than will seem to you at first.

Have no fears for Congress. Its spirit intensifies daily. Its fervor is that of religious enthusiasm of the puritan type.

In haste, yours very truly,

W. D. KELLEY.

In prompt response to his friend's appeal, General Kane offered a prize of fifty dollars to the owner of the largest and best field of barley grown in McKean County during the year 1866 and 1867.

Kane and the region of the Big Level was to a large section of northwestern Pennsylvania a land of great promise, the "frontier" of the state with all the optimism of a frontier town. A special reporter sent to investigate and report on the resources of the towns along the newly completed Philadelphia and Erie Railroad wrote in the *Erie Dispatch*, December, 1867, as follows:

The foresight which planned for Kane the splendid parks described in my last previous letter is not less rare and remarkable than the munificence which has so gratuitously parted with so large a value in their gifts to the future mountain city of the north.

It is a lamentable fact that in the foundation of almost all our new towns, the first step taken is to remove utterly, wherever they exist upon the site, our native woods.

The people of Kane have reason to congratulate themselves upon their so happily secured exemption, for all time to come, from the lot of their neighbors in this respect.



There follows in this same letter a detailed description of a visit to a coal mine, which was referred to as being located "in Johnson's Run Basin, a short distance from, and almost due east from Wilcox." The visit was made in company with Mr. H. Yarnall, of Philadelphia, general agent of the McKean and Elk Land and Improvement Company. The party with the reporter drove from Wilcox a few miles east and north from the town. This was probably the same mine now owned and operated by J. J. Erich & Son, of Kane.

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During all this period General Kane labored unceasingly for the progress and development of the county, and, of course, he was particularly interested in the town and vicinity of Kane. In late September, 1867, he delivered a lecture at the Court House in Smethport on the general subject of Internal Improvements. His views attracted wide attention. Speaking of absentee ownership, the General advocated increasing the valuation so as to compel the sale of all such lands at prices "within the reach of every sober, industrious man."

Tar and McClintock were actively engaged in lumbering in the late sixties; their mill was at Wetmore. A town and small station were built, the town being named for L. D. Wetmore, Esq., of Warren.

In an article appearing December 6, 1867, in the *Erie Dispatch*, the fertility of the soil in Kane is spoken of in terms of the highest praise. As a health resort, the town was famous even at this early time. The author writes as follows:

The Big Level occupies an altitude of more than 2,000 feet above the sea. The air is pure, fresh, elastic, invigorating, favorable to the recuperation of lost health, and consequently favorable, it may be concluded, to the preservation of health, and as a matter of course to longevity.

In this very interesting article on Kane and the surrounding region, attention is also called to the erection of three large hotels along the new railroad, designed to care properly for the traveling public along this great

road. These hotels were the Reed House, Erie; the New Thomson Hotel, Kane; and the Herdic House, Williamsport, Pa.

Speaking of parks, the writer continues:

In addition to the hotel parks, a large park containing six hundred acres of beautiful forest has been conveyed by the McKean and Elk Land and Improvement Company to trustees for the sole use and benefit of the citizens of the borough of Kane in perpetuity.

Many interesting events took place in 1868. Among these was the completion of the Thomson House, but this big hotel was not put into active service until several years later. General Kane's sawmill was burned, together with choice lumber valued at about \$75,000. The loss of this mill was keenly felt, as it retarded all building operations in the community.

Wetmore Township erected a frame school building on the Norliss farm that has been in regular use for over fifty years.

Grant and Colfax were the candidates of the Republican party for President and Vice President. An active campaign was waged throughout the county. Meetings were held during September and October. General Kane spoke at most of these meetings in favor of his friend and former commander, General Grant. At the close of the campaign and victory won at the polls, the following paragraph appeared in the *McKean Miner*, October 17, 1868, gratefully acknowledging the services of General Kane:

To this distinguished patriot we owe much for our glorious success at the late election, although the delicate condition of his health prevented him from speaking as much as he intended when the canvass opened. Whenever he did speak, however, his words were not sugar-coated, but on the contrary they were the blistering utterances of the soldier-patriot, such as are wont to come from the lips of all the great captains of our country.

Perhaps one of the most important events of the year was the court action, creating Wetmore Township largely

out of Sergeant Township. This change meant much to the growing town of Kane. Before that time Kane was situated in Sergeant Township and the voting was done at Clermont. Kane voters had to take the morning train to Wilcox and at that place secure a horse and buggy or other conveyance and make the trip to Clermont on the day of the primaries and for all elections. To cast a ballot meant for a Kane man the loss of a day and considerable expense besides.

George Thomas came about this time from Ebensburg, bought out one of the land companies, rebuilt the sawmill and in the winter of 1869 stocked the mill with the finest logs, poplar and cherry. The sawing of the logs was about completed early in the summer of 1869 when a fire took place, destroying both mill and lumber.

An old chronicle says of this time:

When the town first began, there was no doctor, no drug store and, strange to say, no one died. . . . General and Mrs. Kane knew something about medicine. They attended the sick; they furnished medicine gratis; they would go in all kinds of weather over rough roads and often furnishing food. When the case was too serious, they sent for Dr. Freeman, of Smethport, and Dr. Freeman did not spare the horse on these occasions.

Among the families residing in Kane or Wetmore Township at this period were: John Stophel, John McGrath, Pat Dwyer, Thomas McTigue, Thomas Ryan, J. D. Barnes, James Van Landrigan, Mike Galvin, Ed. Brooder, John Brooder, William Collinge, Dominick Fannon, who was one of Sheridan's famous scouts, William Hearst, Watson Frost, Joseph Repine, Joshua Davis, William Blew, H. J. James, and William O'Connor.

U. S. Grant had been President but a few months, when he accepted an invitation to spend a brief vacation at the mountain home of his friend and comrade in arms, General Thomas L. Kane.

The coming of President Grant was a great event in the life of the struggling little town in the wilderness. Church services were held with commendable regularity in the

log school and were in charge of a Rev. Mr. Wilder, a circuit riding Methodist minister. The little building was crowded to the door on the particular Sunday when President Grant attended, the people of the village coming in considerable numbers to see the President and to have the honor of attending church with him.

A reception was given one evening, when the President was here, at the Kane mansion, to which the citizens generally were invited. There are a number of the people of the town who still remember attending this reception.

Another incident of the Grant visit deserves mention. A fishing trip was planned. The President was to be taken to a near-by trout stream for a day's fishing, President Grant and General Kane, with William O'Connor as guide, forming the party. By order of General Kane, the horse he had ridden in the war, "Old Clarion," was to be ridden by the President. General Kane and the guide, William O'Connor, each rode one of the younger horses, Nellie and Jennie, known on the Kane estate as the "colts."

O'Connor, as guide, led the way through the woods to the stream selected for fishing, and by instruction was to reach the stream where it was comparatively deep. Arriving at the proper place, he rode his horse through to the opposite bank. The President followed, mounted on "Old Clarion." No sooner did the President's horse enter the water than the watchful O'Connor saw that he was going to lie down in the stream, and he shouted to President Grant to whip him hard; but the hero of Appomattox had confidence in "Old Clarion" and said the horse was merely putting his head down to get a drink. His security was short lived, however, for the old horse, true to his habit of former years, quickly lay down in the stream and began to roll in the water. The President, though a fine horseman, was compelled to jump off into the water. However, with the aid of O'Connor, both horse and rider were safely gotten out on the bank. General Kane at first was nowhere to be found; on search, how-



ever, he was found behind a near-by tree, apparently thoroughly enjoying the discomfiture of the President.

Later in the day the guide was instructed to lead on so as to strike the Smethport road at a point nearest Elk County, but O'Connor knew a shorter way to cross the neighboring county line. The party moved on, and had crossed into Elk County but a few hundred feet when Constable Ostrander of Smethport appeared and placed the three men under arrest for fishing out of season. They were taken before Squire Parsons of Wilcox and fined. General Kane paid the fines amounting to \$125.

The Kane homestead was commodious and well appointed, though located in the great virgin forest of McKean County. It possessed practically all the refinements and comforts of a home in the city. Beautifully situated on the little hill overlooking the town, surrounded with a forest park of some twenty acres, the place was an ideal one in which the tired President could secure much needed rest during the hot summer months.

General and Mrs. Kane were ideal hosts and did everything in their power to make the stay of their distinguished guest both pleasant and interesting. He quickly responded to the new surroundings. The cool, bracing atmosphere, the beauty of the forest abounding with springs of the finest water, cultured and agreeable friends at the home of General Kane—all these appealed to Grant and made him forget his usual reserve. He conversed with vivacity and his manners had a freedom quite different from what would be expected from the grave and dignified President.

Senator Cameron, on invitation of General Kane, was a member of the Presidential party.

General Kane exercised care to see that the President should be protected from annoyance, and through Corporals Barnes and Landrigan, of the Bucktail regiment, all persons unless invited were excluded from a large part of the estate surrounding the residence. Accordingly, the President was able to enjoy unmolested horseback rides through the forest and over the hills of the surrounding country.

At the close of one of these delightful trips, the President was heard to say, "I have never enjoyed myself more since I was a boy than I have this day."

The vicinity of Kane was famous at that time, as it has continued since, for the excellence of its trout fishing. It was the expected thing, therefore, that another fishing trip for the President should be planned. He was delighted to again have an opportunity to try his skill. But in this, as was characteristic of the man, he was modest and said, "I am a poor fisherman, but I should at least like to catch one trout."

The fishing party consisted of President Grant, Senator Cameron, General Kane, Master Jesse Grant, Dr. Freeman, a prominent surgeon of the Civil War, Captain A. A. Clay, an ex-officer of Pennsylvania volunteers, Mr. E. Burlingame, a cousin of the Chinese Ambassador, F. S. Michols and a newspaper correspondent.

The private car of Senator Cameron was used to convey the fishermen from the Kane residence to Wilcox, where Colonel Wilcox had carriages and wagons in waiting. The President with his host, General Kane, General Allen, then a candidate for the State Senate from Warren County, Colonel Wilcox, and Jesse Grant, occupied an open spring wagon drawn by two fine horses. The remainder of the party, also in open spring wagons, followed the lead of the President. The correspondent and Captain Clay were mounted and the rear was brought up by a light wagon, carrying supplies and drawn by two mules.

The first stop was at the home of Captain Clay, about eight miles from the station. Here the party alighted and light refreshments consisting of cake and wine were served by Mrs. Clay and a committee of ladies.

A mile farther another stop was made, this time at the farm of Mr. Burlingame. Here the wagons were left and the horses were unharnessed and saddled. From this farm the fishermen started across the country, headed for the nearest trout stream. They had not proceeded far when a pleasing incident took place. They were crossing a farm

and, approaching the house, noticed a lady watching their approach from the doorway. With fine courtesy she advanced to meet the party of horsemen and quickly let down the bars so that the party could pass through into the yard. The lady, Mrs. Viethoff, spoke with a German accent and at first was a little incredulous when told that the quiet man at the head of the party was none other than General Grant. Finally convinced, she went promptly forward, seized the President by the hand, and said, "God bless you, President Grant! God bless you, President Grant!"

The President spoke a few words with the old lady, saying that on the way back from the trout stream, the party might return the same way and would pass her home.

Crossing an open field, the men soon found themselves in the dense forest and, following a bridle path down a rather steep hill, were soon on the bank of the Clarion River. The party divided, Senator Cameron, General Allen, and Dr. Freeman fishing on the Clarion, and the President, with the remaining fishermen, going up Straight Creek, which empties into the Clarion at that point.

They began fishing and Jesse Grant made the first catch; in fact, he had four good-sized trout to his credit before his father landed a single fish. He said, "I had plenty of bites, but no fish." Soon afterwards, however, he caught a big trout and was soon deeply interested in the sport; he fished from midstream, standing knee deep in water.

For four hours President Grant and his party continued to fish, and in that time twelve dozen fish was the total for the party; of these, the President caught two dozen.

After a lunch in the woods, the party started homeward, and were soon again at the farm of Mrs. Viethoff. While they had been fishing, she was very busy preparing for their return. She had built an arch of hemlock boughs over the gate and suspended a beautiful wreath of flowers from the center. On either side of the lane leading to the house, the fences were covered with green boughs.

This effort of an obscure woman living in a sparsely settled forest region to show respect and loyalty to the

nation's chief magistrate was sincerely appreciated by every man in the party. The President was visibly impressed. It may be doubted if ever before in his distinguished career, though accustomed to all the pomp and show of wealth and the plaudits of thousands, he was so deeply touched as by this simple, honest tribute of respect paid him by Mrs. Viethoff. The President dismounted at once, and to the great delight of the good old lady, entered her house and spent a few moments in conversation, and asked for a cup of water.

Reaching Mr. Burlingame's farm, the horses were again harnessed and the journey back to the station was begun. President Grant and General Kane made the return trip on horseback.

About half way to the station, President Grant, with General Kane, stopped to see a man who had been a brave soldier in the Civil War. The men dismounted and entered the humble home of the farmer and spent some time in talking with Mr. Heislam. As the party was leaving, Heislam was heard to say, "These copperheads around here laugh, threaten, and hiss at me. I am satisfied now. The President is not too proud to come into a poor man's home."

Reaching Wilcox, they found the town to be decorated with flags and a small cannon began firing a salute. The President and party spent some time in visiting the large tannery of Schultz Brothers and planned to visit the large sawmill, but lateness of the hour prevented.

The party took dinner with Colonel Wilcox, and left on the return trip to Kane at 8.15 P. M.

On their return to Kane, another demonstration was given; this time by the citizens of Kane. Huge bonfires burned in the forest in front of General Kane's home and a cannon and a fife and drum corps gave evidence of the warmth of the reception.

The President shook hands with a great number of the people assembled and was finally prevailed upon to speak briefly as follows: "I have been with you several days in



these wild woods. I have enjoyed a pleasant visit here and thank you for your kindness."

Senator Cameron, General Allen, and General Kane also spoke briefly.

This was the era of railroad building. The great continental roads were being planned, and in the vicinity of Kane there was considerable interest in "new railroads." In 1870 the Pittsburgh and Western completed a narrow-gauge road from Pittsburgh to Kane. The road was made broad gauge about 1913. This road has done much for the growth and development of the entire region.

There was also great activity in ordinary highway building during the same period. General Kane had placed a contract with Dr. Freeman, of Smethport, to clear and grade a roadway from Johnsonburg to Instanter. The road ultimately was continued along Potato Creek to Smethport.

In the list of Major Generals that were to command divisions of the National Guard of Pennsylvania, General Kane's name appeared. The list was as follows: Brigadier General James L. Selfridge, Major General of the 7th Division, comprising the counties of Lehigh and Northampton; General Thomas L. Kane, Major General 12th Division, comprising Clarion, Elk, McKean, and Forest counties; Colonel H. S. Huidekoper, Major General 20th Division, comprising Crawford, Erie, Venango, and Warren counties; General Harry White, Major General 21st Division, comprising the counties of Indiana, Jefferson, Clearfield, and Columbia.

It is difficult at this distance to get a clear picture of Kane in the early seventies. There were no paved streets. The houses were of cheap and hastily constructed types; very few have survived to the present day. Perhaps the only two buildings in the entire length of Fraley Street that date back to this period are the residence between the Post Office and Kebler's Bakery, and the low one-story structure next to Walker's ice cream plant occupied as a butcher shop. Considering only the houses, buildings, stores, etc., the town must have presented a rather shabby

appearance; but the majesty of the forest on all sides added the needed touch of dignity. The population was about 600, and the chief occupation was railroading; it was truly a railroad town.

If we should attempt a closer study, with the object of getting a clearer understanding of conditions, perhaps there is no better way than to scan the events that in these early years appeared as news.

O. D. Coleman, Leonard and Meese, Robert Lafferty and Joshua Davis were the leading merchants.

A new railroad from Williamsport via Wellsboro, thence along Marsh Creek and the valley of Potato Creek, over the divide to Tionesta Creek, and along this stream to the Allegheny River was advocated. The Pennsylvania Railroad, the Reading Road, and London capitalists were said to be deeply interested, but the road was never built.

During this period it was commonly believed that coal in great quantities was to be found in a large part of the northern tier counties, particularly in McKean County, where many old surveys indicated that coal in large quantities was to be found widely distributed.

The *McKean Miner* carried an account of a hunting trip. The hunters were Charles Jones, Edward Stabler, and Frank Meese. Stabler shot a bear and Jones a buck weighing two hundred and forty-six pounds.

The road from Marvin Creek through Howard Hill to Kane was recently completed and was regarded as a model of good road building.

There was much greater interest in public affairs, and many political meetings were held. A series of such meetings preceded every election of importance. A notice of such a meeting appeared in the *Miner* September 21, 1871:

#### MEETING AT KANE

We are requested to state that a Republican meeting will be held at Kane, on Saturday evening of next week, the 30th inst. Among the speakers who will probably be present on this occasion are General Kane, Judge Williams, L. Rogers and others. We hope the Republicans and all others who wish to hear the questions of the day fairly discussed,

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will be present at this meeting. Let the first meeting of the campaign in this county be largely attended. We have work before us this fall, and it is the duty of every man to go at it with a will. We must elect every man on our ticket, and we can if we will. Up and at them.

In July the town was visited by another disastrous fire. The big sawmill was burned with lumber and logs worth fully \$75,000.

There was some discussion in 1872 of the project, then under consideration, to separate McKean into two counties, of one of which Kane was to be the county seat. Meetings were held in January and February. The residents of Wetmore Township, living in and near Wetmore and Ludlow, were opposed to division of the county, while the Kane people were quite in favor of the plan. Petitions were presented to the county court, but the matter was finally dropped without action, save for relocation of boundary lines between Sergeant and Wetmore Townships.

Interest in public highways continued during all this period, just as, fifty years later, every effort was made by the residents of Kane to secure better roads. The efforts of the earlier generation was for roads, good, well-graded dirt roads, which would enable horse-drawn vehicles to move from one part of the region to another. The good-roads movement of our own time aims to secure a maximum number of miles of macadam, or the hard-surface road. The problem of the seventies was to build roads; the problem of fifty years later is to improve roads already built. The reasons set forth in petitions for building early roads are full of interest. Bills introduced in the State Legislature, session of 1871 and 1872, contained two of great importance as follows:

### III. Kane to Sheffield.

The road from Kane to Sheffield, J. G. Curtis, Thomas Keelor, W. McNair Hawkins, Thomas L. Kane, commissioners, is prayed for by the conductors, engineers, and brakemen employed on the Philadelphia and Erie Railroad. They set forth the additional danger incurred on the Western Division between Kane and Sheffield for want of a road by which help can be brought to them through the woods in case of accidents

attended with injury to the telegraph wires. Honorable Judge Wetmore gives this road his cordial support.

The road from Sheffield to Kane is now a modern hard-surface road, built in recent years and, but for a few crossings and curves, eliminated when the concrete was built, follows the route of the old road built in 1872 as a state road, and that help might be brought to railroad men in case of accident. Riding over this beautiful highway, it is well to remember that the railroad was built first and the highway was built to serve the railroad. The next bill for a road in the vicinity of Kane was known as:

IV. Swede Roads, Kane to Campbell's Mill.

This petition asks the favor of the legislature for all state roads, which will unite the different Swede settlements now forming northwest from Wilcox, particularly from Kane down the Kinzua. The Swedish people have come in from the southeast as far as the high ground above the Allegheny River near Kinzua.

It says, "This connection will give an increase to the population of Pennsylvania" and is quaintly signed: "For the Swedish Lutheran congregation of Kane, the Pastor, C. C. Berggres."

Petitions were presented at the same time for the construction of state roads from Emporium to Buttsville; from Gallup's to Alton; from Wilcox Road summit to Ormsby's; and from Port Allegany to Potato Creek. All the above were applied for, subject to the provisions of the General State Road Act for McKean County.

There was considerable delay in the passage of the above bills owing to the opposition of the city representatives, particularly from Philadelphia. General Kane, writing to the *McKean Miner* under date of March 12th, and referring to these road bills, said:

They were killed in the House of Representatives on the afternoon of Tuesday, March 5th, "indefinitely postponed."

General Kane continued to work valiantly for the passage of the bills, and all the roads asked for were finally built.



The conditions in Kane during these years continued primitive. There were large sawmills scattered throughout the region, but the lumbering industry had made but a small beginning, and the forest was unbroken, with only an occasional clearing here and there. Highways were few, so that the building of roads between the principal towns was one of the most important problems of the day. Something of the wild condition of the Big Level country is shown from an item of news from the *McKean Miner* of December 26, 1872, reading:

Our affable express agent, Tommie Gallagher, informs us that one hundred and sixty deer have been shipped from the Kane station during the season.

In September, 1872, a new Methodist church was completed under the pastorate of Rev. John Hicks. Robert Lafferty was active in building the new structure.

Another fire visited the little town of Kane in 1874. The large sawmill owned and operated by Thomas Griffith, located on the present site of the American Window Glass Factory, was totally destroyed by fire.

A reporter, writing of Kane in 1874, said:

The chiefest pride of the Kaneites is their "big hotel," the Thomson House.

This good hotel is not the only good thing in Kane, and we passed a few hours pleasantly meeting with old friends and making new ones. We visited the mills of Messrs. Griffiths and James Brothers.

Of course, we called upon General Kane. We found him busy superintending the construction of an extensive ice pond, but not too busy to extend a royal hospitality to his friends. The General is, with good reason, proud of his home and is continually projecting public and private improvements. It is no wonder that his neighbors are equally proud of him. After a pleasant visit, we reluctantly ordered our team and started for home, mentally resolving to visit Kane again when we could stay longer.

Late in the year 1874, according to the *Elk Democrat*, the large charcoal interests of B. D. Huffman were purchased by Davis and James. These gentlemen built large sheds and completed other plans to carry on an

extensive business. A later news item was to the effect that this firm shipped eleven cars of charcoal in January, 1875, and further that this firm "are among the most enterprising merchants of McKean County."

Something of the social life of the time may be seen in the following public notice of a New Year's Ball.

A Grand Ball is announced to take place at the Thomson House on the evening of January 1, 1875. Tickets, including refreshments, \$2.50. Floor managers: C. A. Picciolia, J. D. Brooder, J. Donelly. Committee of arrangements: O. H. Funk, D. V. Crossmire, W. T. Caller. The music will be furnished by the Renovo String Band.

November 15, 1874, the Presbyterian Church was organized by the Rev. J. L. Landis, in behalf of the Wellsboro Presbytery. Two of the members, Robert Field and William Hubbard, were ordained and installed as elders at the same time. A lot upon which to build a church was donated by General Kane. While awaiting the erection of a church home, Mr. Taylor, manager of the Thomson House, donated the use of a large room in the hotel.

A call was extended by the new church to the Rev. Mr. Landis to become its pastor, but this gifted minister decided to remain in Coudersport. Later, Rev. J. M. Gillette, of Erie County, was secured as pastor.

History truly has a way of repeating itself. In 1925 and 1926 various bus lines were established. A very excellent line has been in successful operation between Kane and Mount Jewett and thence on to Smethport. The predecessor of the modern bus line was the horse-drawn stage, and it may be interesting to note that, almost exactly fifty years before the motor bus lines were established between the county seat and Kane, a horse-drawn stage route was inaugurated over the same route between these towns.

Notice of the stage route appeared in the *Miner* in early July, 1875, as follows:

On the first of July the mail and stage route from this place [Smethport] to Kane to be opened by E. V. Chadwick. A stage will start from

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here every Monday, Wednesday, and Friday morning, and from Kane every Tuesday, Thursday, and Saturday morning. The stages will run to meet the mail train on the Philadelphia and Erie Road, and very frequently a great saving of time will thus be gained by travelers on this route. Everything in the way of easy conveyances, good teams, and careful drivers will be furnished to make the route a popular one.

In 1876, the year of the Centennial Exposition in Philadelphia, Kane enjoyed steady growth. The chief industries continued to be railroading and lumbering. Early in January an association for the Prevention of Cruelty to Animals was perfected and was quite active. One of the clauses in the by-laws of the society read:

And we further pledge ourselves to pay the sum of five dollars to anyone bringing the scalp of any dog that will run deer; and we agree to pay one dollar into the treasury for every dog we allow to pass. Thomas L. Kane was President and Treasurer.

The *Williamsport Gazette and Bulletin* of August 1, 1876, contains an article of some length on Kane. After referring in a complimentary manner to the Thomson Hotel, the writer has this to say of the location, climate, etc.:

The attractions here are the peculiar purity and invigorating properties of the atmosphere, the dense hemlock and pine forests, the living springs of pure water which burst forth in all directions, the excellence of the hunting and fishing, and the boldness and sublimity of the distant mountain scenery. When the thermometers were marking over one hundreds in the lowlands, the highest point attained here was ninety. This, however, is very rare, the temperature ranging from 75 to 80 degrees during the hottest weather of summer, but the atmosphere is so pure and exhilarating that exhausted humanity soon recuperates on reaching this delightful retreat; the appetite at once improves.

Of General Kane the same writer said:

Near by, in the dense native forests, stands the magnificent chateau of General Thomas L. Kane, glimpses of which may be caught through the openings in the timber as the train approaches from the east. Here the General resides in royal style, surrounded by his interesting family, and dispenses hospitality with a lavish hand to all who honor him with a call in his picturesque mountain home. General Kane is very much like his distinguished brother, the Arctic explorer, who penetrated nearer the North Pole than any mortal man who has yet to solve that profound

mystery. For years, he has been a landed proprietor and has under his charge more than one hundred thousand acres. While his daring brother was exploring the hidden regions of the Arctic seas, he was exploring the wilderness of the Alleghenies and setting up metes and bounds to mark the lines of vast landed possessions.

In October, 1876, General Kane, with his long-time friend, Dr. Freeman, of Smethport, left for an extended trip to Texas and New Mexico. During the Doctor's absence, Dr. D. V. Crossmire, of Kane, looked after his patients.

In 1877, work on the Presbyterian church, undertaken in 1876, was practically completed. This edifice, a memorial for the immediate members of her family—mother, father, sisters and brothers—was presented as a gift by Mrs. Ann G. Thomas, of Philadelphia, an aunt of General Kane. The Kane church was the first of its denomination in McKean County.

In 1877, also, the Kane and Lafayette state road was built. The original contract was given to Dr. S. D. Freeman, but was sublet to Delos Burlingame, who built the road. The road connects Lafayette Corners with the Big Level road and the length is nine miles. In describing the route, the following is given:

The road commences at Lafayette Corners and follows the old Kittanning road for about a mile, then strikes into the woods and follows Matthews Creek about half a mile. It then turns the brow of the hill and keeps on a gradual grade until it strikes the Kinzua, and again crossing the old road [the Kittanning], thence to top of hill, passing over Windfall Creek and finally connecting with the Kane road.

In 1879, O. B. Lay and E. J. Miller started the *Kane Weekly Blade*; this was the first newspaper published in Kane.

Application for a charter was made in April, 1879, for a railroad, to be constructed from Kane to Mount Jewett and there to connect with the Erie. This road was at first built as a narrow gauge, but some years ago was taken over by the Baltimore and Ohio and made a standard-gauge road.



The Bradford, Bordell and Kinzua road was incorporated March 4, 1880. This was a narrow-gauge road, and originally ran from Bradford to Eldred. It was built to serve a rapidly growing oil field, and was a financial success during its entire history. A branch was operated between Kinzua Junction and Smethport. At Ormsby another branch was constructed that extended to Mount Jewett and Kane, where it connected with the Pittsburgh and Western, which at that time was also a narrow gauge. In fact, for many years, a system of narrow gauge railroads covered all the section of the Big Level and stretched considerable distances beyond the county borders, so that one could ride from Wellsville, N. Y., to Butler, Pa., by way of Kane without leaving a narrow-gauge road. These roads were important factors in the development and growth of the whole region served, and especially McKean County.

The last year when Indians were seen in numbers in the vicinity of Kane was 1880. A band of Senecas from their reservations along the Allegheny River, with some from reservations in New York, camped near Kane with the intention of hunting wild pigeons. This was about the period when the pigeons disappeared, apparently exterminated by some fatal disease or great storm which may have swept them all out to sea. At any rate, there were no pigeons and the Senecas, who had come back to their historic hunting grounds for a last great hunt, had to turn homeward disappointed, believing that here again, as elsewhere, the advent of the white men was responsible for their misfortunes.

In 1882 the Catholic Church erected a parochial school on Chase Street. Since it was first established this school has been cared for and instructed by the sisters of the Benedictine order.

Elisha K. Kane commenced the construction, in October, 1883, of a system of mains through which natural gas was to be delivered to the homes of the town.

In December of the same year, The Kane Gas Company, consisting of J. H. Snow, Henry McSweeney, Charles P.

Byron, all of Bradford, and E. K. Kane, of Kane, filed articles of association at the county seat.

In 1884 the limited partnership was succeeded by The Kane Gas Light and Heating Company, Byron, Snow, and McSweeney selling their interests out to J. D. Brooder, Elizabeth D. Kane, and Joshua Davis. The company was reorganized in 1885. At first they purchased gas from the transit company, but in May, 1884, they drilled a well at the north end of Fraley Street and obtained an abundant supply of gas at a depth of 2488 feet.

Before means could be devised for confining the gas the roar of its escape could be heard for eight miles and the company was threatened with suits for damages on account of loss of sleep by the neighbors.

Another well was drilled about one-half mile south of the town the next year, and the evidences of oil found in these two wells encouraged F. J. Clemenger to try another "wild-cat," and the discovery of the Kane oil field was the result.

The Central School building was erected in 1883, the first and for many years the only brick school in Kane.

In the following year, 1884, what was destined to become one of the leading industries of the town moved here from near Scranton, Pa. This was the brush handle factory of Holgate Brothers Company. Few concerns in the country have a longer consecutive business existence than this growing business organization; only a few years following the close of the American Revolution, in the year 1789, marks the beginning. Cornelius Holgate was the founder; Roxborough, now a suburb of Philadelphia, the first location. The shop where the handles were made was a tiny one-room affair with a water wheel for power, but most of the first machines used the treadle and foot power. The proprietor was in the habit of turning for several weeks with one or two helpers. The styles first made were hearth, duster, and broom handles, and as soon as a load was accumulated Mr. Holgate with a horse and wagon would go about the city and sell in small lots to the various brush manufactories.

About 1805 the factory was moved to Wilkes-Barre and was there conducted by John Holgate, a son of the founder.

From Wilkes-Barre the factory was taken to the site of the present city of Scranton and continued at this location until 1845, when on the death of John Holgate the shop was again moved by his son, Silas Holgate, to the little town of Daleville.

During the Civil War the government gave to Mr. Holgate a contract for supplying small wooden buckets for the army wagons, each wagon carrying at least one of these buckets filled with axle grease.

About 1870 steam was introduced in the shop for motive power, and a fifteen-horse-power engine was installed. Up to this time water power was used almost exclusively.

The sons of Silas Holgate, A. A. and W. A. Holgate, took charge of the business about 1877 and seven years afterwards moved the industry to Kane. After four years of successful operation, the factory was purchased by Joshua Davis, A. A. and W. A. Holgate retiring.

In 1892 the company was incorporated as Holgate Brothers Company. In 1906 the plant was enlarged through the purchase from James McDade and associates of the factory and equipment of the Chautauqua Desk Company.

The company has had a steady growth through the years. At the present time it occupies three large factory buildings and employs steadily about three hundred and fifty men and women.

The products of the factories are sold chiefly in the United States, but the company also has valuable customers in Canada and Great Britain. Quite regularly handles are sent as far away as New Zealand.

III

*The Period of Industrial Growth*

THE events of the year 1885 were of far-reaching influence in the character of Kane. During the first twenty-five years in the life of the community the town was frequently referred to as a village and the inhabitants as villagers. Aside from General Kane and his family, there were no families of wealth or influence. The simple homes were supported by the breadwinners who worked in the woods, in the sawmills, or for the Pennsylvania Railroad.

A change, a new era, was on the horizon; the village was fast growing to be a town. A newspaper, the *Kane Leader*, was established. This had great influence in promoting the growth and importance of the town. The greatest single achievement of the year, however, was the discovery of oil near Kane. As a result of this discovery the wealth of the community multiplied rapidly. Resourceful and farsighted men recognized that the town had a future and came to live and make their homes here. The village changed almost overnight to a prosperous and growing town. The quarter century following the year 1885 saw not only the development of lumbering, of the chemical industry, of gas and oil, but it proved to be a period of remarkable progress in manufacturing. Practically all of the manufacturing concerns and well established mercantile houses date back to this second quarter century in the town's history. A glance at the list of the chief business houses, wholesale and retail, and the leading industrial organizations noted in the order of date of establishment is illuminating, showing, as it does, that the town during the years from 1884 to 1909 achieved a very large percentage of its growth and progress. The following is a partial list:

- 1884 Magowan's Drug Store  
1885 Kebler's Bakery



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THE PERIOD of INDUSTRIAL GROWTH

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- 1886 Spring Water Company, Incorporated  
1888 Kane Milling Company founded by Brown and Hoskins  
1889 Kane Drug Company  
1892 B. N. McCoy Glass Works (now American Window Glass Company)  
1892 Kane Blind and Screen Company (now Kane Manufacturing Company)  
1894 *Kane Weekly Republican* (now *Kane Republican*)  
1894 C. G. Engstrom, Shoes  
1894 Hanson's Music Store  
1894 Young Men's Christian Association  
1895 Kane Steam Laundry  
1895 Theodore Crowell, Hardware (formerly Grant and Crowell)  
1895 Boston Store  
1895 First National Bank organized  
1898 D. & W. R. Davis  
1898 McCluskey Lumber Company  
1899 Ulf Brothers  
1899 Pennsylvania Window Glass Company  
1900 Kane Window Glass Company  
1900 Deiches Clothing Company  
1900 Temple Theatre Company chartered  
1901 Smith Hardware and Stove Company  
1901 Kane Hardware and Stove Company  
1902 Swanson Grocery Company  
1902 Kane Trust and Savings Company  
1903 Kane Supply Company  
1903 Leonardson Company  
1906 Hub Shoe Company  
1907 Keystone United Oil and Gas Company  
1907 American Plate Glass Company  
1907 Nicolas Studios  
1908 New Thomson Hotel  
1908 Kane High School and Clay Street ward school building  
1909 Kane Furniture Company
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Toward the end of 1886 there was a general concensus of opinion that the growing town should be incorporated as a borough. The desire for a borough form of government culminated in a meeting in Griffith's Hall in September, 1886. The meeting was called to order by David Howells and was organized by the election of W. P. Weston as chairman and David Howells, secretary. N. M. Orr was then called upon, who stated that the object of the meeting was the perfecting of plans for the incorporation of the town of Kane as a borough. On motion, a committee of nine was appointed to determine the boundary lines for the borough, this committee to have general charge of the matter. The committee was further instructed to present the matter to the county court at the proper time.

Joshua Davis, John Griffith, M. W. Moffatt, O. D. Coleman, C. V. Gillis, Arthur Holgate, James McDade, George Griffith, and O. B. Lay constituted this committee.

An election was called for under the new charter on Tuesday, February 15. The following officers were selected at this first election: One burgess, six members of council, six school directors, one high constable, one borough constable, one justice of the peace, one assessor, one collector, and one auditor. (For notice of application, etc., for boundaries of town see Appendix D.)

The *Kane Leader* was the only newspaper for a time. Earl Brothers were proprietors, and late in 1886 sold their interest to Mr. Malone, who in turn transferred the paper to Ada C. Malone on December 24, 1886.

The first Board of Trade was organized in 1887 with Joshua Davis as president. In this year, also, the Citizens' Hose Company, the first volunteer fire company, came into being.

W. P. Eckels was at the head of the Kane schools. Material progress was made in methods and organization. A night school was planned at a meeting held in November, 1887.

In May, at the county convention of school directors, Mr. Eckels was elected County Superintendent, which

office he held for a period of nine years. To have the Principal of the Kane schools elevated to the office of County Superintendent was an honor not only to Mr. Eckels but also to the town of Kane.

J. W. Pierce, of Corry, was elected Principal, to succeed Mr. Eckels. The complete corps of teachers for the school term beginning in September was: J. W. Pierce, Principal; first intermediate, Miss Irene Davis; second intermediate, Miss Kate Ryan; primary, Miss Emma Keyes.

The First Congregational Church was organized December 29, 1888. The council was composed of Rev. J. L. Carnachan, of Meadville; Rev. Henry Frank, of Jamestown, N. Y.; and C. E. Halliday, of Ridgway. Twenty-five persons united with the new church by letter.

This year, 1888, also marks the organization of the G. A. R. in Kane. For some years there had been residing in the town a number of old soldiers, some of whom were members of the G. A. R. elsewhere, most of these belonging in Smethport. A branch post was held here for a time, but finally the application of local comrades was favorably considered and the Commander of the Department of Pennsylvania on March 5th, by special order No. 184, directed J. W. McElroy, commander of Post 347, to detach a sufficient number of comrades from adjacent posts to assist and arrange for the mustering in of a new post at Kane, Pa., to be known as the Charles J. Biddle Post No. 238, Department of Pennsylvania G. A. R.

The first Memorial Day in Kane was observed under the auspices of the new G. A. R. post, and this organization continued for many years to plan and carry out this very important service until the thinning ranks of the "boys in blue" were no longer able to carry on, and the younger veterans of the Spanish-American and World Wars came forward to assume these duties.

April 30, 1889, an interesting ceremony was observed throughout the United States; this date marked the one hundredth anniversary of the inauguration of George Washington as President, when, as history records, the

people were called together by the ringing of church bells throughout the land. Prayers were offered for the success and prosperity of the country under the new administration; similarly and in commemoration of the former event, the church bells in Kane and in most patriotic towns of the country were rung at nine o'clock in the morning.

The same year the Methodist Episcopal Church was in the midst of a building program. The congregation had outgrown the old church on Fraley Street and the building was moved to make room for the new brick church later built on the same site. While the new building was in course of erection, church services were held in Griffith's Opera House.

The great flood disaster at Johnstown occurred early in June, 1889. This great loss of life and property came very close to the town of Kane, as many of its prominent citizens formerly lived in Cambria County, and a number of these lost friends and relatives.

Activity in the oil and gas fields about Kane continued during this time. The following brief news items, quoted from the press during the summer of 1889, will show the continued activity in drilling and leasing:

Rolf and Beam well on warrant 3172 about four miles northeast of Kane was shot on the seventeenth [February] and is showing up for a twenty-barrel well.

Johnson and Company have leased the William Wilkins farm and will test out by the drill.

Last week one of our best gassers was struck on warrant 3131.

John Mitchell of Tarport has leased the G. P. Anderson farm near Kane.

Shanley and Johnson are building a rig on the Victor Swanson farm.

There seems to be activity in the Elk County or Highland oil field.

Hon. J. T. Griffith has leased the Maher lot and will put down several wells at once.

St. Callistus Catholic Church was dedicated Sunday, October 13, 1889. Bishop Mullin, of Erie, celebrated the Mass and priests were in attendance from Erie, Warren, Tidioute, Ridgway, New Bethlehem, and many other



towns and cities in northwestern Pennsylvania. Rev. Father Winkler was the priest in charge.

About this time Kane was known as one of the leading clothespin centers of the country. The following paragraph from the *McKean County Miner* pictures rather vividly the importance of this industry at the time:

In the manufacture of clothes-pins Kane is becoming famous. Just think of it. Twenty-nine miles of clothes-pins will in a few weeks be made here in a day. This is almost enough to keep the washings of all the families of Smiths in Pittsburgh pinned to the lines. Only one of the three factories is producing, two as yet not being completed. The one we visited is in West Kane, a distance of two miles from Kane, being located in close proximity to the timber used in making the pins. The process of making these is an interesting one. It is done in just six motions. The first one cuts a four-foot chunk off the log, the second saws a board from the chunk, the third saws the board into square strips, the fourth cuts the strips into clothes-pin lengths, the fifth turns the pin, and the sixth cuts the slot in it. This is done very rapidly, and they are then dried and polished in revolving cylinders, after which they are at once boxed and shipped. Howells, Moffit & Company—Joshua Davis, J. W. Moffit, and David Howells—have a productive capacity of 300 boxes of 720 pins each per day, and give steady employment to about thirty-five.

During the year 1889 there was a good-sized building boom and this continued for several years. In the first year mentioned there were forty residences built. There went along with this building boom a number of building and loan associations; at first, there were three organized, later two more were chartered and all did a thriving business for a time.

In April, 1890, the County Teachers Institute was held in Kane and was considered a marked success. The following were listed among the prominent visitors to this meeting: C. J. Swift, County Superintendent, Elk County; D. C. Murphy, Superintendent, Ridgway schools; H. N. Miller, Principal, Sheffield; B. R. Kline, Principal, Wilcox schools. President D. H. Wheeler, of Allegheny College, delivered his lecture, "Memories of Italy," at one of the evening sessions.

Early in November, 1890, the surviving members of the Bucktail Regiment of Civil War fame held a reunion in Wellsboro and the following brief note from *The Agitator* gives an interesting explanation of the origin of the use of the buck's tail on the caps of these veterans.

Col. S. D. Freeman, of Smethport, who was the first surgeon of the Bucktails, says that several erroneous statements have been published regarding the origin of the use of the buck's tail as a symbol of the regiment. He says that after the enlistment of the regiment in 1861 Captain W. T. Blanchard, of Company I, and Colonel Kane were discussing the question on the streets in Smethport. A large deer was hanging out in front of a market opposite the public square. Blanchard noticed it and said, "Why not take a buck's tail?" Kane replied, "That's just the thing." They went over and cut the tail off that deer and the hide was cut into small pieces and put on the soldiers' hats. The first man to wear the bucktail was James Landrigan, of Kane.

The Kane Board of Trade was truly an efficient organization in the early nineties. In 1891 they were successful in securing the B. N. McCoy Glass Company factory, which remained for many years the largest industry in Kane and for a time the largest in the county.

The incorporators of this company were J. B. Hirsch, William Dodds, Sr., B. N. McCoy, and H. H. Clayson, a charter being granted February 27, 1891. The company decided to build a factory and made careful survey of the states of Ohio and Indiana. Before making final decision, H. H. Clayson suggested that McKean County be visited.

A correspondence was entered into with Joshua Davis, president of the Board of Trade. Upon his solicitation H. H. Clayson, representing the new company, visited Kane. Some time afterwards Mr. McCoy, Mr. Hirsch and others came to Kane and it was quickly decided to locate the new plant here.

The project was successful from the beginning. The second year after the factory was opened there were over two hundred employees. In 1895 there was a serious loss, owing to the fire which destroyed their large flattening house, cutting and packing rooms.

After realizing fine success for a number of years, the factory was sold to the American Window Glass Company of Pittsburgh and is now known as that company's Factory No. 5.

Arrangements were made in 1891 by which Kane was connected by telephone with Bradford, Smethport, and Mount Jewett, and it was not long afterward that phone connections were established with practically all other towns and cities of the state.

In the same year, largely through the efforts of Thomas H. Ryan, the Sash and Blind Factory was secured for the town. C. S. Curtis, of Jamestown, N. Y., and N. Coneph, of Otto, N. Y., secured a site near the Saw Tooth works and began at once the erection of the factory buildings. The factory was operated steadily and has grown to be one of the leading industries of Kane. The plant is now located in the western section of the city and is known as the Kane Manufacturing Company.

The town was growing rapidly at this time. An item from *The Leader* reads:

After the erection of over two hundred and sixty dwelling houses in Kane within six months you can scan in vain bulletin boards and papers for advertisements of foreclosures and sheriff sales.

The Liberty Bell from Independence Hall in Philadelphia went through Kane in April, 1893, on its way to Chicago to be placed on exhibition at the World's Fair.

A visit to Kane at this time would show many changes when compared with the present town. South Fraley Street had not been opened up; the Ram was still in use and Proper's greenhouses and two or three houses were the only buildings on the south side. Where the High School and Elks' Home now stand was covered with virgin forest. Chestnut Street was not opened up until some years later. Plans were under way for paving Fraley Street, but up to this time there were no paved streets in Kane. Greeves Street from Chase to the Central School building was nearly three feet lower than the present grade. Edgar

Street was somewhat higher, and every spring when "the frost was going out" the mud would become liquid and flow in a slow-moving stream like a glacier down upon Greeves Street as far as the Congregational Church. The only houses on Edgar Street were the home of Dr. Cox and a frame house on the corner where the residence of A. A. Nicolas now stands.

Rick Donovan was the proprietor of the Hotel Lamont. Lemuel Davis was a prominent business man. R. E. Looker was a constable. Neil C. MacEwen was a rising young attorney. Dr. J. V. Anderson was then entering upon his long career as dentist. Colonel Lucius Rogers was editor and proprietor of the *Kane Republican*. The Kane House was one of the leading hotels. Mr. H. H. Corson, the proprietor, was very progressive, his hostelry being the first and, for a time, the only one to be lighted by electricity. Mr. Corson maintained a private electric plant in the rear of his hotel, and in addition to furnishing light for the hotel also maintained for several years an arc light on the street, the first electric light on the streets of Kane.

Mr. John Fleming had recently erected the new four-story hotel that was then Kane's finest hotel. The Thomson House, the largest hotel of the town, was in charge of C. H. Kemp, who was a successful and experienced hotel man. John O'Shea was proprietor of the St. Elmo on the corner of Haines and Fraley Streets.

One of the most attractive stores at this time was Gillis Brothers' drug store. The store was painted white and trimmed with gold. The Boston Store, A. B. Cohn, proprietor; J. H. Grant, hardware; B. F. McConnel, dry goods; J. W. Griffith & Company, drugs; and Smith & Welker, hardware, were leading business houses; Miss Ada Malone was editor and proprietor of the *Kane Leader*.

Dr. Thomas L. Kane and A. P. Huey, acting as a committee for the Board of Trade, had just completed arrangements for a new glass factory. Construction work was about to begin on the new factory of the Chautauqua Roller Desk Company on Board of Trade siding.



Late in March, 1896, the "Old Homestead," as the home of the Kane family had for years been familiarly known to the people of the community, was burned to the ground. It seems that the residence, which stood on a slight elevation above the town, was out of reach of the borough water system, and though every effort was made by the local volunteer fireman, they were powerless to do anything save assist in carrying from the burning mansion the many valuable works of art and heirlooms, some of which had been in possession of the Kane family for generations. The structure was three stories in height and its loss was felt keenly not only by the family but also by the community which had long regarded the "Old Homestead" and the grounds surrounding it as the chief landmark and beauty spot of the town.

Hon. C. W. Stone, of Warren, who had for some years previous been representing the Warren, Cameron, Venango, and McKean district in Congress, was again nominated and reelected in 1896. The conference or caucus system was then in use; the confrerees from McKean County were W. W. Brown; J. C. Greenswald, of Bradford; T. H. Ryan, of Smethport; W. G. Roberts, of Eldred; and Dr. Preston, of Kane.

It is not to be presumed that Kane at the close of the century was a "wide open" lumber and oil town, as the following local from the July 19, 1895, issue of the *Miner* clearly shows:

Kane recently seems to have been suffering with a heavy dose of old Connecticut blue laws. No wonder such is the case, as they are up so high that they can almost imagine themselves within hearing of the wings or wind, more likely a gale. But when the citizens of a town get so far gone on the old and superannuated laws that it becomes necessary to testify to the stimulating effect of a cigar before a person can purchase one in Kane on the Sabbath, it is about time the believers of such blue law doctrines sprouted their wings and soared off into space, where they will not be contaminated with the fumes of tobacco or any other substance that might affect their sensitive and high-toned notions of propriety.

The First National Bank was organized in 1895 and a new building was erected, the construction being started in October of that year.

There was at this time considerable thought and discussion given to the subject of an interurban railway that would connect Kane with Mount Jewett and Smethport, but the line was never built.

In the foregoing pages the attempt has been made to show the material growth and progress made by the town, but in another way Kane was becoming better known each year throughout the country as a health resort. In the *Handbook of Medical Climatology*, by S. Edwin Solly, published in 1897 by Lee Brothers, Philadelphia and New York, the author has this to say:

Kane is in the northern part of Pennsylvania, on the watershed which separates the waters flowing into the Ohio from those which empty into the Susquehanna. This region is drier than any other district in Pennsylvania. Kane has an elevation of 2,000 feet. The surrounding country is rough and mountainous, and the heights are, for the most part, well timbered on the top. The soil is sandy and absorbent, the climate stimulating, and there are opportunities for pleasant and healthful outdoor life. The population of the town is about 4,000, and the chief industry is manufacturing. Kane has an excellent hotel, which is kept open throughout the year.

The work of the Swedish settlers along the Smethport road was beginning to attract attention. A writer of the time has the following to say of the industry and thrift of these people:

Land which a few years ago was a dense wilderness now forms one of the richest farming sections of McKean County. Hard work, indomitable energy, and perseverance have made this wild waste a beautiful landscape, dotted along the line with homes of comfort; neat cottages surrounded by flower gardens, with good and substantial barns, clearly demonstrate the fact that the hardy yeomanry that have settled on these mountain heights have done so with a purpose of making comfortable homes for themselves and their descendants.

In the late nineties, the constant growth of the town and, particularly, the rapid development of the section south of the Pennsylvania Railroad and west of Evergreen Park, made it desirable to provide better means of communication from the business streets to this rapidly growing

part of Kane. Various plans were considered, but the Council finally, in the spring of 1899, decided to construct a bridge across the yards of the Pennsylvania Railroad at Poplar Street, and in May of that year issued bonds in the amount of \$14,000. Of this issue, \$7,000 was for the erection of the bridge and the remaining \$7,000 was for payment of floating indebtedness.

The bridge was, accordingly, built a year or two later and has since proven to be a valuable link between the business portion and the west-side district.

One of the big events in 1897 was the dedication of the soldiers' monument in Forest Lawn cemetery. The monument itself is the work of the Foley Brothers of Olean, N. Y.; it is one of the largest monuments in McKean County, is nearly twenty feet in height, is made of Vermont granite and consists of a pedestal surmounted by the figure of a soldier at parade rest.

The dedication of the monument took place July 28. Assistant Secretary of War G. D. Meiklejohn made the address of the day. Hon. C. W. Stone, Congressman from the Twenty-seventh District, also made an address.

An old record of the schools in 1898 shows some striking contrasts in salaries paid then and now. Janitors were paid \$30 per month and at the West Side building \$15. The principal of the High School \$75 and few of the grade teachers were paid more than \$40 per month and the school term was eight months.

Early in the school year the library was recatalogued and a substantial list of books added. The result was that from the standpoint of reference as well as general reading the library was greatly increased in value.

In this year, also, Kane was made a second-class post office and the salary of the postmaster increased from \$1,000 to \$1,200.

The following year a strike was declared in one of the chemical works near Kane; this was a very unusual happening in the community. Later, however, there were quite a number of strikes in the glass industry. Through the years,

however, Kane has had very little labor trouble, and the few strikes that did take place were usually of short duration and ended with little loss to laborers or employers.

The year 1898 marks the beginning of the first war in which our country was engaged wherein it was necessary to send American soldiers overseas. Beginning in 1895, Cuba had begun another heroic struggle to throw off the rule of Spain.

The sympathies of the American people were strongly with the Cubans. Protests were forwarded by Congress through the President to the Spanish government. General Blanco was sent from Spain, reforms were granted and General Weyler was recalled.

The *Maine*, with Captain Sigsbee, sailed into the harbor at Havana, but was blown up on the night of February 15th. The situation changed almost overnight, and on April 19th Congress authorized the President to use the entire land and naval forces of the country to force Spain out of Cuba.

President McKinley called for 125,000 volunteers and later 75,000 additional. Boys from Kane volunteered promptly and many homes in the town had anxious days awaiting news from Porto Rico or the Philippines.

Some picture of the soldier's life in the Spanish-American War in Porto Rico may be gleaned from a letter written by a Kane boy to his father. (See Appendix E.)

The beginning of the twentieth century marked an awakening along many lines; new inventions and the more general use of the telephone and telegraph added wonderfully to the progress in civilization. The automobile was in its first stages of development and was not used much outside the cities. Even the name automobile, now so common, was not developed nor agreed upon; people were still searching for a name for "the horseless carriage." The following from a local paper indicates that other names than automobile were used:

Dr. Thomas L. Kane has a new locomobile. It is the first to find a permanent place in the equipage of Kane.



During the first decade of the century conditions were favorable for the development of the various industries centering in Kane. This was before the days of German competition, and the chemical factories flourished. Lumbering and bark peeling were also carried on successfully. The forest in the immediate vicinity of Kane had previously been cut away for the most part, but mills of considerable size such as those at Nanesn, Dew Drop, and Quaker Bridge, were producing large quantities of lumber.

The American Plate Glass Company was organized in January, 1906, and incorporated under the laws of the State of New Jersey with a capital of \$800,000. The company was established and controlled by local capital until June, 1923, when a sale was made to the Durant interests. The name of the town where the factory is located, three miles south and west from Kane, was changed to Durant City, contemporaneous with the transfer of the plant.

It is difficult to overestimate how much the American Plate Glass Company has meant to the growth and well being of the town of Kane. Durant City is connected with Kane by an excellent concrete road which was constructed largely by reason of the initiative and leadership of the plate glass company and its president, Mr. A. H. Gaffney. A town of about 1,500 people has grown up about the factory, and as practically all the retail buying is done in Kane, some idea of the importance of the industry to the mercantile interests of Kane may be had.

The company has been most liberal in its policy toward the employees. Recently the interior of a large part of the plant has been rebuilt and the latest and most improved machinery installed. All machines and processes are equipped with the best safety devices for the protection of the workmen.

The company has also constructed at its own expense a community building so designed as to be of greatest benefit to the social and recreational activities of employees and community. Mr. A. H. Gaffney is president of the com-

pany and the growth and development of the industry is largely due to his energy and unusual qualities of leadership. Mr. A. B. Dickman and Mr. M. L. Peterson are also prominent in the company and give all their time to its interests.

The Kane Brick Works was begun three miles east along the Pennsylvania Railroad. An excellent clay was found at this point and the works have grown and a fine grade of brick is still made.

The best days of the oil and gas industry had evidently passed, and yet some very profitable wells were drilled in from year to year. The great Keelor well, five miles west of Kane, was drilled in 1906. It was estimated that the flow of gas was over a million cubic feet daily. At first it was impossible to control the gas or shut in the well. The vibration was so great that the derrick was shaken to pieces in a few days. The sound of the escaping gas was deafening; the vibration of the air was so great as to require protection to the ear drums within three hundred feet of the well. The roar of the well could be heard for ten miles. It was fully fifty days after the well was struck before it could be shut in.

The problem of proper school facilities was one of the most important confronting the people of Kane at this period. The town had been growing steadily in recent years, and many of the grade schools had as many as fifty pupils in a single room and grade. Cheap wooden buildings were built at central building; these were heated with stoves and, being constructed for temporary use, had no equipment for ventilation save windows and doors. Even with these annex buildings, as they were called, the grade rooms were greatly overcrowded. Worst of all, the trouble did not end with congested grades. There were but three rooms and an attic available for high-school work and no gymnasium. Two hundred students wanted to take high school instruction. It was clearly impossible to offer instruction in keeping with the times. Leading public-spirited men and women of the town were a unit in believing that a new high school and a new grade building should be provided.

Fortunate it was for the town that there was a community leader who saw clearly the needs of the town and saw clearly also the future growth of the schools. Dr. M. J. Sweeney, a newly-elected director, was this leader. A plan was worked out which provided for the construction of one new grade building at an approximate cost of \$20,000, complete remodeling and repair of the central building at an estimated cost of \$10,000, and a new high school to cost \$90,000. It was further proposed to bond the town for the sum of \$120,000, the bonds to mature serially in from one to thirty years, with a sinking fund so planned that bonds were to be paid as rapidly as funds were available. This was submitted to the voters for their approval at a special election. The bond issue was carried by a large majority. The instructions of the voters were followed in detail; the central building was remodeled, a modern heating and ventilating system was installed, the tower removed and the roof rebuilt, the object being to so change the interior as to make the facilities and equipment modern and to so alter the roof lines as to give the exterior the appearance of a present-day school.

A new eight-room grade building was built at Clay Street at a cost of but slightly over \$19,000 and the high school building was erected and equipped at a cost of \$90,000.

For some years after the completion of this building program there was some criticism directed against the school board on the score that they had overbuilt; that the high school was a "white elephant" so large that enough students to fill it would not be forthcoming for many years. But the outcome was very different. The buildings were no sooner completed than more and more students remained in school, and Wetmore township, instead of building a high school, has been sending all its students to the Kane high school since the opening of the school twenty years ago. Last year the tuition from outside pupils was over \$6,000.

From a school enrollment of 200, the number has been increased to over 450, and to accommodate all students

it is now necessary to equip certain rooms in the basement that were formerly planned to be used for lockers.

The levy of taxes to carry the bond issue has followed very closely from year to year the schedule as originally planned. At the present time there remains unpaid \$54,000 on this issue, and these bonds are being paid at the rate of seven or eight bonds each year. The entire issue will be paid by 1938. Of the bond series 1920 there remains unpaid \$36,000, making the total indebtedness of the district \$90,000.

It is not enough to say that the building program of 1907 took proper care of the school requirements of the town for a period of twenty years. It did that and something more; it saved at least \$100,000 to the taxpayers of Kane by having these new buildings and repairs to central building completed before the World War more than doubled building costs. An architect has recently estimated that the high school alone, if built now, would cost over \$200,000.







IV

*Later Years*

DURING the four-year period following the opening of the new high school in 1909, the enrollment in all schools constantly increased, reaching in 1914 the largest total enrollment in the Kane schools up to that time; 1,414 was the peak, and this total has since been exceeded only by less than 100, though the town has grown steadily. The school population seems to have remained practically fixed during recent years. It should not be overlooked, however, that the number of students in the high school has more than doubled, until at the present writing (1928) there are over 470 in regular attendance.

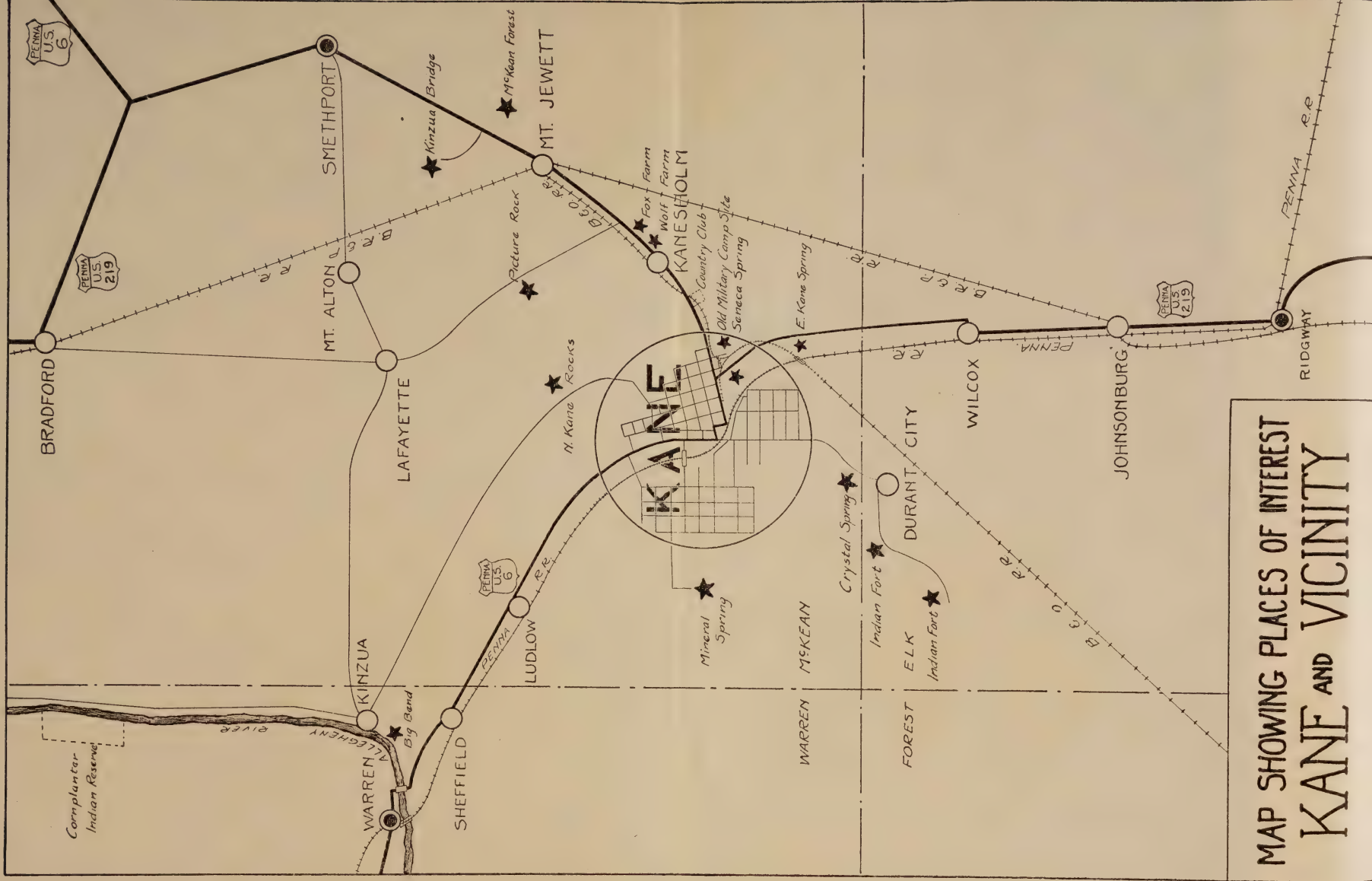
Another matter of local interest in 1912 was the advance in the price of gas to 27 cents per thousand feet. Many consumers at the time thought this was almost extortion, and it would have been difficult to convince the gas users of that day that within but little over ten years the price of gas even in Kane would be more than 50 cents.

In the following summer a petition was circulated for the paving of Greeves Street. The effort was successful and the work of paving Greeves Street from Edgar to Welsh Street was completed.

An interesting contrast between costs of the present and those of 1912 may be seen in an examination of the schedule of costs at which the Greeves Street paving was let: excavating, per cubic yard, 47 cents; paving, including all material, per square yard, \$1.80; furnishing and setting curb, per lineal foot, 70 cents. The approximate cost of the entire work was \$10,100.

The following item, quoted from the *Kane Republican* of October 17, 1913, refers to the big gas well at Wetmore:

The big gas well which was struck by the Pennsylvania Gas Company on Tuesday, on the Company's lease between Wildcat and Wetmore, was drilled through the sand yesterday. In fact, the gas pressure has



MAP SHOWING PLACES OF INTEREST  
KANE AND VICINITY



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been so strong since that time that it was difficult to complete the well. The big gasser was tested yesterday and shows more than 2,500,000 pressure.

Activity and interest in the gas field about Kane was continued through 1914; in June of that year a 2,000,000-foot well was brought in on the Hanley lease near Highland, and about ten days later another very large gas well was drilled in, also on the Hanley lease; this latter well was said to produce for a time over 12,000,000 feet per day.

In an industrial way, 1914 may be remembered as the year in which the present gasoline plant of Sloan and Zook was established near the Interstate Glass Factory.

But at this time war rather than local affairs held the attention of our people. The World War had broken out in Europe and mighty armies were struggling for victory in Belgium and on the fields of France. The war seemed a long way off to the little town of Kane. Few there were that believed we would be involved in the great conflict. We were watching the battles from afar off, little thinking that within a few short months American boys from the Big Level and from every hamlet in the land would be in France doing their bit to stay the hand of tyranny in the world.

In the schools the children were encouraged to have gardens at their homes. Prizes were given and an exhibit of the vegetables raised was held in September. Their work was carried out under the direction of Superintendent F. R. Nield and a committee of ladies.

Moving pictures at this time were quite popular and in many cities the innovation was attempted of having the pictures exhibited in the open air. Such theaters were called airdromes; one was located in Kane at the corner of South Fraley and Chestnut Streets. The nights in Kane were found to be too cool during most of the summer to enjoy pictures out of doors and the airdome was soon abandoned.

In 1914 the old Kane Window Glass Company was closed up and the property bought by prominent citizens of Kane,

including A. H. Gaffney, W. H. Davis, and W. S. Calderwood. A new company was organized, the old plant extensively repaired and machines installed. Since that time few industries have operated more steadily or distributed larger payrolls than can be placed to the credit of the old Kane Window Glass, now the Interstate Factory No. 1.

For some time Company E was the only military unit in Kane. This company, the pioneer in local military affairs, was always held in the highest esteem throughout the community. It had been recruited and organized largely through the efforts of Dr. T. L. Kane, who served as its captain from the first enrollment of the company until June 17, 1914, when he retired because of failing health. At a meeting of the company held July 15 following, R. J. Sharp, then assistant postmaster at Kane, was elected captain of Company E, to succeed Dr. Kane.

In May, 1915, occurred another of those disastrous fires from which Kane has suffered so seriously at different times in its history. The New Thomson Hotel which from its erection in 1906 had been an object of pride with the people of the town, caught fire and, though the work of the fire department was of the finest, they were unable to prevent the spread of the flames to the roof and top story of the building. The fire in the roof was somewhat beyond the range of the fire-fighting apparatus and the firemen were powerless to prevent the roof and fifth story from being gutted. Mr. John Fleming, the proprietor, began vigorously to rebuild and in a few months had completely effaced all traces of the disaster and had rebuilt the hotel stronger and better than before the fire.

During the summer of 1915 there was much interest throughout the state in the proposed amendment to the Constitution which would grant the franchise to women. A replica of the famous Liberty Bell was carried about the state from city to city accompanied by a party of women who spoke to large crowds for the cause in which most women were interested. The bell was exhibited in Kane

on June 28th at the corner of Fraley and Chestnut Streets. While the duplicate bell was touring the Keystone State the original Liberty Bell was on exhibition in San Francisco at the World's Fair.

The following paragraph from the *Kane Republican* of May 29, 1915, which in turn quotes from *St. Marys Enterprise*, is of interest, though the statements contained therein do not seem to agree in all details with the history of the Pennsylvania Railroad given elsewhere in this volume:

In response to our inquiry regarding the place where the two construction crews which were laying the track of the Philadelphia and Erie Railroad met and drove in the silver spike, T. B. Turney, of Erie Avenue, this city, the veteran Pennsylvania engineer, has informed us that the crews met at what is now called Tambine, a short distance west of Johnsonburg. At that time the place was called Clarion and was later changed to its present name. Mr. Turney, who at the time was employed by the contractor, was not present at the ceremony, but vividly remembers the occasion and later saw where the last spike had been driven. There has been some dispute in regard to the exact location of the joining of the track, some contending it was at Whistletown, while others claim it was at what is now known as Rolfe.

Mr. Turney says the occasion was made a great event, a large number of people being present. A number of Pennsylvania Railroad officials were on the scene and had charge of the ceremonies. He does not remember the exact date, but it was in the latter part of July, 1864. The ceremonies came to a close in the evening with a big ox roast, put on by the Pennsylvania Railroad, although local passenger trains were running on different sections of the line, some from St. Mary's to Emporium and others from Kane to Erie. There had been no passenger trains between St. Mary's and Kane previous to October 1, 1864. On that date the first through train passed over the road. It was a special with officials of the road on board and consisted of the engine and three coaches. It started from Harrisburg in the morning with the engine decorated in a handsome manner. The train reached Erie late that evening, the run having been made without changing engines.

In 1916, in common with other communities of state and nation, Kane fittingly observed the three-hundredth anniversary of the death of Shakespeare.

The William Shakespeare Club studied the principal plays during the winter and gave a banquet in costume on May 1.



The High School Senior Class presented "A Midsummer Night's Dream" at the Temple Theatre.

Prizes were offered by the Civic Committee of the Study Club for the best essays on Shakespearean subjects.

A special film portraying a part of Macbeth was given at the Temple Theatre.

A Shakespeare edition of *The Republican* was published, replete with paragraphs of interest concerning the Bard of Avon, and a long list of favorite quotations provided by admirers of the poet living in Kane and vicinity.

An event of considerable significance took place in Kane in August, 1916; this was the organization of a local chapter of the Red Cross. The avowed objects of the chapter were to be in readiness for any developments that might come from the Mexican crisis and the care of the dependents of Company E then on the border. Perhaps a third reason might be found in the apprehension of thoughtful men, even at that time in the World War, that America might be drawn into the great struggle.

Company E left Mount Gretna, where they had been in camp, on July 5, 1916, for the Mexican border. On January 10, 1917, after six months of faithful service, they returned to Kane. The train carrying the soldiers reached the home station shortly before midnight, but, in spite of the lateness of the hour, 2,500 citizens were in waiting. It was a joyous homecoming, for the company had been singularly free from casualty and sickness.

The midnight reception of Company E with music, red fire, and the cheering of friends, was a fitting ovation to Kane's citizen soldiers returning from arduous service in camp and field. But this joyous welcome was the forerunner of other and more serious events of a military character in which figured the young men of the community called to the colors.

From time to time after the entry of the United States into the World War, the groups of boys representing the quota from Kane and vicinity would gather at an appointed place, sometimes on Fraley Street, sometimes at the B. & O.

station. A crowd of friends would meet to see them off on the first lap of the long journey that led first to training camp in the Southland, but ultimately to the trenches and the battlefields of France.

Looking back through the years to these groups of boys leaving home, perhaps for the first time, we cannot but say, "How brave they were!" With home and loved ones about to be left behind and with all the privations, suffering, and danger of war staring them in the face, their bearing was splendid. Often some leading citizen spoke a few words, but the courage of these young men going forth for training to enter the greatest war of all time, their manly bearing and good cheer throughout, attracted and held the attention of all so that it was seldom a single word of the speaker could be remembered.

The folks at home were not without duties, trials, and privations. Food was vitally needed. America must produce food, not for her people and her armies alone, but so far as possible to make up the shortage in the supplies of the Allies at home and in the field. Gardens, even tiny ones, were fashionable. Many society leaders among the women and busy men, who previously had no knowledge of cultivating or planting, acquired an amazing fund of information in this work, and, what was better, had very creditable vegetable gardens to show for their leisure time. Sugar could be bought in one-pound lots only, and many other foods were regulated and their sale restricted. Even the quantity of various foods that might be in the possession of the householder was regulated. Householders having more than two pounds of sugar were not entitled to purchase sugar for canning. Twenty-five pounds could be bought for canning, but sugar bought for canning could not be used for household or other purposes. Hotels requiring larger lots of sugar must have certificates which were taken up by the grocer and placed on file at the county seat. In this way a careful record of all sugar purchases was kept. This regulation and restriction of foodstuffs was particularly true with sugar and flour. Hoarding of supplies

was contrary to the food regulations and was severely punished.

The apprehension of friends at home at seeing members of their families and others leave for training in camp and ultimate service in France proved not to be a mere groundless fear; the toll of war fell heavily on the community of Kane. Very soon after the first quotas of men from this region had reached the several training camps, the dreaded influenza in severe form spread over the land. There were a number of deaths among Kane soldiers.

This disease seemed to be most severe with men and women who were in the full vigor of youth. Soldiers in camp suffered greatly, and those at home of like age were early victims. The disease spread and became epidemic. Many parents between the ages of twenty and thirty-five were taken in this way and the number of children orphaned by the loss of both father and mother was so great that proper care of these children was a community problem in most cities and towns of the country. It is difficult at this distance to picture the dread amounting almost to horror in which the epidemic was held. Believed to be contagious, the epidemic was shunned almost like a plague of the Middle Ages. Everyone feared the disease so much that homes could not be found where the orphaned children could be cared for.

In Kane the officials of the Presbyterian and Congregational churches offered their Sunday school rooms to be used as children's hospitals. The offer of these churches was accepted, nurses were secured, cots were set up in the church rooms and the children cared for in these improvised quarters for a period of weeks and until the influenza had run its course.

From the formal entrance of the United States into the World War on April 6, 1917, the energies of the nation were concentrated on war work. The draft board was soon organized and in a remarkably short time entered upon its duties of selecting men for the American armies that were to be sent overseas. The total enrollment under the selec-

tive draft for Kane was 588; for McKean County 4,117. The enrollment for other neighboring towns is here noted:

Bradford.....	1,245	Johnsonburg.....	606
Warren.....	1,230	St. Marys.....	766
Ridgway.....	545	Wilcox.....	179
Highland Township..	162	Titusville.....	646
Corry.....	512		

In the plan of the selective draft for McKean County, Bradford was in the first district and Kane in the second. The quota for the second district in the first draft was 42, and it was necessary to summon 210 in order to secure this number. The first man to be called from this region in the selective draft was Alfred J. Swanson, of Ludlow, and the second was Joseph F. O'Connor, of Kane.

It was not long after war was declared in April until a steady stream of men from the United States was on the way to France. The first to cross the ocean were, for the most part, engineers sent to prepare for the coming of the soldiers.

Among the first, if not the first man, from Kane to land in France was Gus D. Dougherty. His regiment was sent from training camp at East Oakmont and left camp about July 9, 1917, only a little over three months after war had been declared.

Loyal support of the government was everywhere the rule; flag raisings were the order of the day. An order from Washington was sent to all sheriffs and chiefs of police, directing that they warn aliens that they must surrender to the government all weapons in their possession.

The transportation systems of the country were unable to carry to the seaboard cities all food and other supplies for shipment abroad to the allies and materials needed by our advance divisions in their preparations for the armies that were to follow.

Embargoes were placed on freight for certain destinations, as New York and New England. It was not long until embargoes were put on freight from many points of origin.



Kane, in common with other towns, suffered greatly in these embargoes. Sometimes near-by cities, as Warren, could accept freight on some road not directly reaching Kane and freight by truck would be hauled to Warren. The same condition obtained at Mount Jewett. For considerable periods of time no freight or express could be moved from Kane and local industries were paralyzed.

September 8, 1917, Company E left Kane for the South (Camp Hancock), Captain R. J. Sharp commanding. In the company at the time were 128 privates, 28 officers, and 7 specials.

At this time Kane was also represented in the A.E.F. by First Lieutenant Monroe A. Means, 149th Battalion, 42nd Division. There were also men from Kane in Supply Company, Headquarters Company, and Company C. Over 3,000 people gathered at the Pennsylvania station to see Company E entrain.

A very important service rendered the country during the war was that given by the committees of bankers and others who planned and carried through successfully the various Liberty Loan campaigns. The Kane allotment of the First Liberty Loan was \$175,000, the amount subscribed \$225,000; for the Second Loan \$375,000, amount subscribed \$411,000; for the Third Loan \$358,000, amount subscribed \$477,000. The allotments for the Fourth Loan and for the Victory Loan were also substantially oversubscribed.

Patriotism and loyal support of the war were not confined to any class or condition of citizens. Boys too young for military service were anxious to do their bit for the country. To increase the food supply the government conceived the plan of giving training to boys between the ages of fourteen and sixteen and then sending them to selected farms for work during the summer of 1918.

Pennsylvania State College volunteered to accept classes of boys and give them two weeks' training in its Department of Agriculture. The following is a list of boys in one of the farm classes from the Kane High School, with their assignments.

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## KANE and the UPPER ALLEGHENY

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H. Dalton.....	Judge Morrison's Farm.....	Smethport, Pa.
LeRoy Byham.....	Del. Hobin's Farm.....	Smethport, Pa.
Clyde Bissell.....	Geo. Richards' Farm .....	Smethport, Pa.
W. R. Moore.....	Not assigned	
Allan Kime.....	W. R. Fullmer's Farm.....	Smethport, Pa.
H. Russell.....	A. L. Joly's Farm.....	Larrabee, Pa.
William Swalley.....	Wm. Cabicee's Farm.....	Turtle Point, Pa.
Francis McEnteer.....	F. F. Butler's Farm.....	Ceres, Pa.
Vernon Anderson.....	Chas. A. Gifford's Farm.....	Smethport, Pa.
Frank McCullough.....	Co. Supt. Russell's Farm....	North East, Pa.
James Henretta, Jr.....	Farm.....	Crawford Co., Pa.

President Sparks said of these boys:

Send us some more equally well behaved and intelligent lads from Kane. They will be welcomed.

Congratulations to the Kane High School. Its baseball team won the final game of the tournament and became the champion of the first farm training camp of 300 city boys held in Pennsylvania State College April 29 to May 10, 1918.

From the time the United States first entered the war there was a steady increase in the demands made upon the people. Frequent campaigns were necessary to provide adequate funds to maintain the morale of the men in the service or to add to their comfort and well being.

To avoid duplication of effort in raising these funds for the several worthy agencies serving soldiers and sailors in camp and field, the community with Kane as a center decided to establish and support a war chest.

The plan of organization was simple; a committee of fifteen had general charge. These men were: Porter L. Benson, John M. Brooder, W. H. Bunce, Van Ebert, Carl G. Engstrom, S. K. Foote, Jr., A. H. Gaffney, J. E. Henretta, R. A. Hill, Dr. Thomas L. Kane, O. J. Lindhome, Windlow Russell, Emile Stenger, Franklin E. Ulf, and Frank J. Woods. Mr. Stenger was selected by the executive committee to act as financial secretary. J. E. Henretta, W. H. Bunce, O. J. Lindhome, W. Russell, and F. J. Woods served as executive board.

A very thorough canvass was made in Kane, Ludlow, Mount Jewett, Durant City, and adjacent districts. A list

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## LATER YEARS

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of each day's subscription appeared in the *Republican*. Every section of the territory covered seemed fully aware of the importance of the work and the response was substantially more than the amount asked for.

To afford proper aid to the several agencies doing war work a definite plan was made. The budget required a total of \$43,850, which amount was later increased to \$52,669.23. The subscription totaled \$86,268.95, of which \$71,884.53 was actually paid in. A list of expenditures follows:

American Red Cross: National.....	\$12,043.00
American Red Cross: Kane Chapter.....	12,043.00
United War Work Campaign.....	28,000.00
Jewish Relief Fund.....	583.23
American Surety Company, Treasurer's Bond.....	37.50
Salary to Financial Secretary.....	800.00
Postage.....	68.40
General expenses, printing, etc.....	248.06
Subscriptions refunded.....	15,775.27
Cash on hand, later turned over to American Red Cross.....	2,286.07

The committee in charge of the funds raised, after making all payments as pledged in the original campaign and in addition meeting in full the demands of the county organization, was confronted with an unusual situation. The Armistice was signed November 11, 1918, more than six months before the close of the war chest year. Payments continued to come in regularly and a considerable number of the subscribers had paid in full. The war was over, however, and the various lines of war service work for which the subscriptions had originally been received no longer existed.

The committee found itself with a large amount of money on hand and decided that a proper observance of their trust would require a refund to the subscribers. Accordingly, those having paid their subscriptions in full received a check for 25 per cent of their original pledge. Those having paid eleven months were refunded 16 $\frac{2}{3}$  per cent, and those having paid ten months were given a 8 $\frac{1}{2}$  per cent refund. A complete itemized report was published in pamphlet form; this report showed the original subscription, the amounts paid, totals received, and an itemized list of disbursements.

The censorship of news and of printed matter generally during the war was, for the most part, rigid. A good example of the care taken by the government to prevent information of value reaching the enemy may be seen in the method whereby the soldiers from the United States were permitted to advise their friends of their safe arrival in France. When Company E arrived in France in early May, 1918, the home folks received a simple unsigned message as follows:

The ship on which I sailed has arrived safely over seas.

That there should be an ample supply of coal, oil, and other fuels for the vital industries, for railroads, for army and navy, very stringent regulations were put into effect early in 1918. For a time all shops, stores, factories, and mills of every kind not engaged in war work were required to close for five days and to close also Monday of each week. This closing rule also affected stores, theaters, pool rooms, and other places of amusement. Even the newspapers, except by special permit, were unable to publish a Monday edition.

More than in any previous war, the government recognized the great value of publicity for all its needs and projects. Newspapers and magazines rendered very valuable aid during the whole of the war period and by direction and authority of President Wilson a Committee on Public Information was organized to speak directly to the people in all parts of the country. This organization was commonly referred to as "The Four-Minute Men." A definite program outlined by the committee appointed by the President was followed. Full data was furnished each speaker on the topic to be presented, and the local chairman arranged to have speakers appear at churches, theaters, and wherever any considerable number of people assembled. The speakers were in all instances limited to a speech of four minutes. This rule was rigidly enforced. Four-minute speakers and their local chairman served without pay. The following acted as Four-Minute Men in Kane and vicinity: W. H. Bunce, Dr. J. M. Heimbach, John Willis, E. H. Watkins, R. J. Campbell,



J. B. O'Shea, H. O. Dietrich, and J. E. Henretta. The local, chairman was C. C. Davis.

From 1916 to 1920 the war held the center of the stage, but occasionally a project not connected with the war was put through. Such a work was the building of the Kane to Kanesholm brick pavement. This road was constructed by the State, but half of the cost was assumed by the county. McKean County had the honor of leading at that time in the matter of good roads, for it was the first county to accept the state plan of building roads on a fifty-fifty basis, the cost to be divided equally between county and state. The Kane to Kanesholm stretch was built under this plan during the summer of 1918. The work was somewhat delayed owing to shortage of labor, but was finally completed October 23, 1919, and has since given an excellent record of service. This was the first hard-surface road to enter Kane.

July 1, 1918, was issued Provost Marshal Crowder's order to the effect that men of military age must either work at some productive labor or fight in the service of the country. This was the celebrated "Work or Fight" order and affected men in almost every city in the land. Such occupations as proprietors and employees of theaters, bowling alleys, dance halls, etc., were usually considered to be engaged in work that was not productive and in accordance with the terms of the order were served with notice, by the terms of which productive employment must be secured within a period of days specified in the order.

From the beginning of 1918 there was much anxiety felt by friends and relatives in Kane and the surrounding towns and countryside over the fate of friends in the service with army or navy. It was not long until news was received from day to day of casualties wherein men from the Kane region met with death or injury.

Apparently the first man from Kane to give his life in the war was John Bernard Donovan, who died of pneumonia at the Naval Hospital, Portsmouth, Va., January 25, 1918.

The great conflict finally came to a close. The greatest rejoicing prevailed throughout the country when, on Novem-

ber 11, 1918, news of the signing of the Armistice was received. All looked forward to a joyful homecoming of the soldiers, but events revealed that there was much to do before men could be relieved from service.

In the early spring of 1919, while some men from Kane were still in service "on the Rhine," a movement was started to erect a fitting memorial to the men from Kane, Ludlow, Mount Jewett, and vicinity who had lost their lives in the World War. This district had furnished of volunteers and drafted men a total of about six hundred. After giving the matter careful thought and study, a citizens' committee decided that the memorial should be in the form of a granite boulder on which should be mounted a bronze tablet bearing names and rank of all service men who had died in the war.

The committee sent J. E. Henretta into Crawford County to locate and transport to Kane a suitable boulder. In that county, and particularly in the region about Conneaut Lake, there are many granite boulders carried there by the ice in the glacial period. Many boulders were examined, photographed and measured; finally one was found on the banks of Pine Run, a branch of the main stream (inlet) emptying into Conneaut Lake. The location was four miles from the Bessemer, the nearest railroad, and a mile and a quarter from an interurban line. Through the courtesy of the officials of the interurban line a flat car was placed on one of their sidings and the rock was moved to this siding and loaded under the direction of "Chub" Wallace, an expert in the line of heavy moving. After some delay en route, the stone reached Kane June 29. Before unloading the boulder was weighed in the Pennsylvania yards, showing a net weight of 29,000 lbs. Local officials of the railroad arranged to use the heavy wrecking crane and with seemingly little effort the big rock was removed from the flat car. The only incident to mar the unloading was the breaking of the cable of the wrecking crane.

R. L. Hadfield had charge of the rock from this time until the memorial was set up on the point in Evergreen Park. It required hard work of all committees to have the foundation

made, the boulder in place and the plate attached by July 4. Yet the memorial complete was ready for unveiling on that day.

The ceremony on the Fourth was largely attended and was fittingly of a military character. Major C. E. Bordwell, of Warren, was chief speaker of the day.

Following the close of the World War there was a period of business prosperity; many structural enterprises were greatly delayed or held up altogether by reason of wartime regulations. The restraints removed by the coming of peace, there was a sharp upturn in all business activity. Labor was scarce and grew scarcer as the great industries of the country reached the peak of production.

Growth was also seen in the population of the town and increase in school enrollment. The Kane High School graduated in early June the largest class in its history; this class numbered fifty members. Eight years later the number receiving diplomas increased to over ninety.

At last the era of good times came to a close; there was seemingly overproduction and men in large numbers found themselves out of jobs. Factories all over the land were compelled to close or operate with a greatly reduced working force. Tanneries, among other industries, found it unusually difficult to operate. Many plants in this section that had run steadily for years were compelled to shut down. The Horton tannery at Sheffield and the tannery at Brookston closed.

The Ford plant in Detroit was another industrial leader that could not weather the storm of depression and closed in all departments, leaving 50,000 men idle.

To meet the expense of the war, taxes were increased and extended to many items hitherto free. This was the first year in which women were required to pay a personal or poll tax.

Cost of living advanced rapidly during this period. Even freight and passenger rates were advanced 20 per cent by authority of the Interstate Commerce Commission. Prices were generally high; it was considered worthy of mention

as a news item that sugar sold in Pittsburgh as low as twenty-three cents; the range in the price of sugar was in most places from twenty-nine to thirty-six cents per pound.

The teachers found that increases in the cost of living were such that they could not manage to live on old salaries. Increases were asked for, and, though the Board of School Directors recognized the justice of the teachers' claims, yet at first there seemed no way to grant any increases in salaries. At that time, the law of Pennsylvania set the limit of twenty-five mills as the maximum any school board could levy for school purposes. The only alternative was to borrow and a bond issue of \$50,000 was submitted to the voters and approved by them. The bonds were sold to Lyon, Singer & Company.

An outstanding lecturer coming to Kane during 1920 was Captain Richmond P. Hobson, the hero of the "Merrimac" in the war with Spain. Mr. Hobson spoke in the High School auditorium in favor of the Eighteenth Amendment.

One of the notable events in the schools in 1922 was the organization of a school bank. Interest grew in this new departure until in 1926 the West Side school had the distinction of having every pupil carrying a bank account.

By midsummer, 1922, the business depression of the previous year began to disappear and before the close of the year conditions were again normal, save that living costs continued high.

Since the discovery of gas in the vicinity of Kane in the late seventies, the streets of the town had been lighted with this fuel. At first there were at every street corner open flares that were allowed to burn all day as well as by night. The cost and value of natural gas increased steadily and consequently more and more economic methods of use were devised. The Welsbach lamp gave more light for the quantity of gas consumed, but it could not compete as a light producer with the open flare.

A new method and a new system of lighting was at hand. The Council had granted a franchise to an electric lighting and power company. An adequate, well constructed power



house was erected at the end of Pennsylvania Avenue. A contract was entered into with the borough Council to provide street lights. March 25, 1921 the new system was put into use. J. H. Gillis was the man selected to turn on the current that lighted the streets.

Toward the close of 1921 plans were well under way for the new armory. The state required that a site should be purchased by popular subscription and a title in fee simple for this real estate should be given to the commonwealth. Public-spirited citizens contributed a sum sufficient and the lot was purchased. A deed was presented the state and plans drawn by the W. G. Wilkins Company of Pittsburgh. These plans were sent to Major Means, who in turn submitted them to the Business Men's Association for approval. All preliminary details were attended to and on December 22 bids were asked for by the Adjutant General of Pennsylvania for the erection of an armory building consisting of a one-story drill floor with basement. The drill floor is 80 x 65 feet, with high ceiling excellently adapted to the training of of soldiers. The basement is fitted up with lockers, baths and lounging room. The building is of substantial brick construction located on Chestnut Street next to the Elks Building.

It is planned to build later the office and administration part of the building. The Armory was dedicated August 31, 1922.

May 15, 1922, marks the introduction of a Rotary Club to Kane. On that date forty-two members of the Rotary Club of Warren visited Kane and instituted a club at this place. A dinner was served in the New Thomson Hotel, after which an interesting program of songs and addresses was carried out.

R. A. Hill was elected first president of the Kane club. Since its inception the Rotary Club has rendered excellent service in the community. The organization has been especially helpful in work with crippled children and in supporting the work of the public schools and all movements having for their object the welfare of the community

The granting to women the privilege of voting carried with it new duties and responsibilities. Jury service was one of the new duties accorded to women, and the list of petit jurors drawn for service at Smethport Monday, September 12, 1921, contained forty-six names, of which seventeen were women. This was the first acceptance of women as jurors in McKean County.

During all periods of its history Kane has suffered severely from fire. While the loss has been very great, it has not been an unmixed evil, for in many instances the buildings destroyed were of poor construction and unsafe from a fire standpoint. These poor buildings were in nearly every case replaced by modern structures that greatly improved the appearance of the town and added much to the general safety. On December 7, 1922, the LaMont Hotel burned. This was the second largest hotel of the town and was erected by the late James Campbell in 1887. A new store and office building was later erected on the site.

During August and September, 1922, the Business Men's Association became interested in securing an improvement in conditions at the Fraley Street crossing of the Pennsylvania Railroad. The Association requested the road to send an engineer to Kane to make the necessary survey, that the best possible solution of the problem might be secured. About this time a watchman was stationed at the crossing; this added materially to the safety of all having to cross at this point and the matter was allowed to lapse until the summer of 1928, when the Chamber of Commerce again requested the road to make a study of conditions at the crossing. The subject is under consideration at this time, 1928.

In October, 1922, a fire tower was erected on the McDade farm, this location being the highest point in the surrounding country. From the summit of the tower a view of fifteen miles may be had in the direction of Warren, and in the other direction Mount Jewett may clearly be seen. There are also two other towers in this region, one at Marienville, the other on Bootjack Hill.

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## LATER YEARS

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A brief survey of the industrial position held by the town of Kane in the year 1922 is of passing interest.

The manufactured products in one year amounted to.....	\$38,241,408
Wages.....	6,566,441
Total wage earners in McKean County.....	5,419
Total wage earners in Kane.....	2,000
Employees in Kane:	
Holgate Brothers Co.....	350
Interstate Window Glass Co.....	275
Pennsylvania Window Glass Co.....	235
American Window Glass Co.....	500
Moser Manufacturing Co.....	13
Pennsylvania Silverware Co.....	50
Sakura Silk Company.....	145
Kane Manufacturing Company.....	80
Pennsylvania Railroad.....	250
Garage men.....	20
Oil well machinery, etc.....	20
Baking industry, etc.....	20
Printing.....	15
Electric Telegraph & Telephone.....	20

Perhaps the most important event in 1923 as related to the future of Kane and the Big Level region generally was the beginning of the Allegheny National Forest, which was created by proclamation of President Coolidge September 24 of that year. The plan from the beginning was to purchase idle, unoccupied, and cut-over timber lands, and this policy has been continued up to the present with very gratifying results. The Forest now owns approximately 300,000 acres and in the not distant future will be able to furnish an adequate supply of wood, lumber, bark, etc., to all the wood-working industries in this part of the state.

For distinguished service overseas First Lieutenant Clayton Bissell, of the air service of the United States Army, was awarded the Distinguished Service Cross. Lieutenant Bissell is a Kane boy and his achievements in the war and honors accorded him by the government are matters of pride to everyone in his home town. (See Appendix K for copy of award.)

In recent years few matters have attracted more attention than the grouping of gas, electric light, and power com-

panies. Among political economists there has been and still remains a sharp difference of opinion between those who believe the state should, and those who believe the state should not, own and operate the above public utilities. Regardless of what may be the outcome of the debate on the question, there can be no doubt but that during the past ten years great combinations have been made under private ownership in practically all lines of public utilities.

Kane became affected by this tendency to combine public utilities in great concerns in January, 1923, when the Keystone Power Corporation was merged with the American Water Works and Electric Company and since that time the local concern has been controlled by the West Penn Power Company, another subsidiary of the American Water Works Company.

In the pioneer days of Kane, as well as of other communities, we accept almost as a matter of fact stories of bear, deer, and other big game, but in making record of the happenings of 1925 we would hardly expect to have bruin intrude. The following lines from the *Republican*, November 6, 1925, shows that there is still work for the hunter on the Big Level.

Four Kane youths, Billy and Bud Schaefer, Frank Cooney and Junior Campbell, were given a thrill yesterday evening when they encountered a big black bear and a cub at the edge of the woods on the West Side.

The November 23 issue of the same year contains more of interest on the subject:

Charles Cedar, a milk dealer who lives on the Jojo road a short distance from the city, had an exciting experience one day recently when he encountered a large black bear in a head-on collision while hunting in the Meade Run district.

Mr. Cedar's two dogs had stopped at a brush heap and were barking furiously; he, believing that they had found a porcupine, drove the dogs away and began to investigate the brush heap. As he stooped over the pile a large black bear rushed out and collided with the man with sufficient force to upset them both.

The efficiency of the fire-tower system may be seen from an incident that took place early in June three years after



the Kane tower had been erected. A party of men were playing golf at the Country Club and could see a woods fire starting up about a mile away in the direction of Kinzua. One of the golfers, having woodland property in the vicinity, started at once for the scene of the fire. By the time he reached the fire it had been discovered from the tower at Kinzua, the news had been phoned to the Kane tower and a crew of men with fire-fighting apparatus was on the way to the fire from Kane. The fire was extinguished soon after the arrival of the fire fighters, aided, it must be said, by a heavy summer shower.

During the winter of 1925 an unusual event occurred in the closing of the Roosevelt Highway between Mount Jewett and Kane. The road was closed from January 21 to February 10. There were five or six places in the road where the snow had drifted to a depth of from eight to fifteen feet.

Saturday, November 28, 1925, was the day upon which the First National Bank opened its doors in its fine new building. Bankers and representative men from a wide area in central and northwestern Pennsylvania were present at the formal opening. Fully six thousand people visited the bank on the opening day.

A study of the Kane schools made in 1925, and covering a period of fifteen years, showed that the greatest total enrollment, 1,556 in 1918, was only 252 more than the lowest, 1,304 in 1912. During this period the number in the grades decreased from 1,289 in 1911 to 955 in 1925. The number in the high school in the same period increased from 158 to 461. The total enrollment, grades and high school combined, showed a decrease of only 31 from the year 1911 to 1925.

One of the notable school events introduced in 1925 was an evening session of the high school held November 17 of that year. Two class periods were taught as in the day session. Four hundred parents and citizens of the town visited the night session of the high school.

In the same year the County Institute was held in Kane in the high school. Dr. F. H. Green, Pennington, N. J.;

Dr. H. W. Rockwell, Principal, State Normal School, Buffalo, N. Y.; Dr. J. Truman Guy, Pittsburgh, and Dallas W. Armstrong, Principal, Lock Haven Normal School, were the instructors.

In September an appeal was made to the school children of the nation to raise funds to repair the old battleship "Constitution." Locally, the work was in charge of Thomas M. Paisley. A total in the nation of \$165,000 was raised. When the work of restoration was under way it was found that there was need of a much larger sum, for the condition of the vessel was less favorable than at first believed. The government supplied some of the additional needed funds for a thorough rebuilding of the vessel. At this writing Rear Admiral Andrews has charge of raising the final \$200,000 to complete work on the vessel.

An unusual honor was accorded the Kane High School in 1925. *The Hurri-Kane*, the school annual, received a first-class rating from the Central Interscholastic Press Association. The 1925 *Hurri-Kane* obtained 878 out of a possible 1,000 votes.

In 1926 a material addition was made to the high school equipment in the form of a new heating plant. When the high school was erected in 1908-09 the building was designed so that natural gas was to be used as fuel. Sufficient gas pressure, however, could not be secured even for the cold days of early winter, and the necessary changes in grates were made and coal was used. It was difficult to store the needed quantity of coal in the limited quarters within the building, so that when it became necessary to renew the original boilers it was easily seen that much could be gained by erecting a heating plant outside the building. The space used by the old boiler and coal room was needed for the rapidly growing school; adequate coal storage could be provided and by installing improved boilers the consumption of coal could be reduced. Then, to renew the boilers in the old location would necessitate the rebuilding of the chimney. With these things in mind, the School Board did not hesitate to plan for the outside building.

Mr. M. C. Beman, of the firm of Beman & Candee, of Buffalo, N. Y., heating engineers, were in charge and prepared the plans and specifications.

Three separate contracts, one for the erection of the chimney, a second for the building, and a third for installation of boilers, piping, etc., were entered into after sealed bids had been received as required by law. E. C. Coulter, of Mount Jewett, was the architect of the building; Shortell Bros., Olean, furnished and erected the boilers at a cost of \$6,819; John W. Menteer erected the building at a cost of \$5,622, and the M. W. Kellog Company built the stack at a cost of \$2,400. The total cost of building, equipment, accessories, and extras of all kinds was \$15,296.46, all of which was paid promptly by the School Board from a fund accumulated for this purpose through a period of years.

At different times a number of the leading citizens of Kane had made attempts to secure a cannon, captured from the Germans during the war, that might be placed in the Park as a trophy and permanent memorial of the great war. Through the efforts of Major Monroe Means, a German 77 light artillery piece was awarded to Kane Borough by the United States Government.

It was decided to place the gun in Evergreen Park on the point opposite the Armory. The cannon was put in position November 7, 1927. A patriotic program was carried out before a large audience. The speakers were Major Edson I. Small, of the U.S. Army, and Major C. E. Bordwell, of Warren.

The gun was captured from the German army in the Vesle River campaign on August 11, 1918, by the 77th Division. The 28th Division, of which Company E of Kane was a unit, was stationed on the right of the position held by the 77th Division. The latter was a New York National Army Division, recruited mostly from around New York City. "The Lost Battalion," commanded by Major Whittlesley, was a unit of this division. It was entirely surrounded by Germans in the Argonne forest and given up for lost, but after three days of struggle fought its way out with the aid of the 28th Division.

In the year 1927 the question of hospital care and maintenance was almost constantly before the people of Kane and vicinity. During February and March it became quite clear to the Board of Managers of the Kane Summit Hospital that additional maintenance funds must be secured to meet the accrued deficit and to provide funds for a three-year period. After going over the situation carefully, the Board of Managers decided to ask from Kane and vicinity subscriptions to the amount of \$40,000. Mr. Isodore Sobel, of Erie, was engaged as director of the campaign, which was to be of seven days duration, beginning April 28. This campaign for the Kane Summit Hospital met with fine support in Kane and near-by towns, and at the end of the seven days the total of subscriptions was a little over \$29,000.

For over a quarter of a century hospital service to the town and vicinity has been rendered by the Kane Summit Hospital. Through a long period of years this institution has ministered to the injured and ailing in all the territory of the Big Level. Skill in surgery, well-trained and devoted nurses, and pure mountain air combined to make the career of the Kane Summit Hospital an enviable one in the large percentage of cures effected.

The deed of conveyance of the property contains what is known among lawyers as a "reversionary clause," by the terms of which title to the property "reverted to the Kane estate when it ceased to be used for hospital purposes." The Kane Summit Hospital Association is a corporation operating the property as a hospital, and the stock in this corporation is so held that a single family may terminate at will all activities of the hospital and thus have the property revert to a private estate. When the people of the town realized how slender was the thread that assured hospital service in the community and when it was considered that the Summit Hospital was housed in one of the oldest wooden buildings in the town, and that building originally erected as a hotel, it was not to be wondered at that there was a very strong desire to secure a new and public hospital.



To Mr. W. S. Calderwood belongs the credit of taking the lead in this much-needed community project. He gathered about him a little group of friends and offered \$50,000 to start the subscription for a new hospital. At this preliminary gathering \$90,000 was pledged and it was decided to make thorough cavass of the community, with the understanding that if \$200,000 could be secured in *bona fide* subscriptions the hospital would be built.

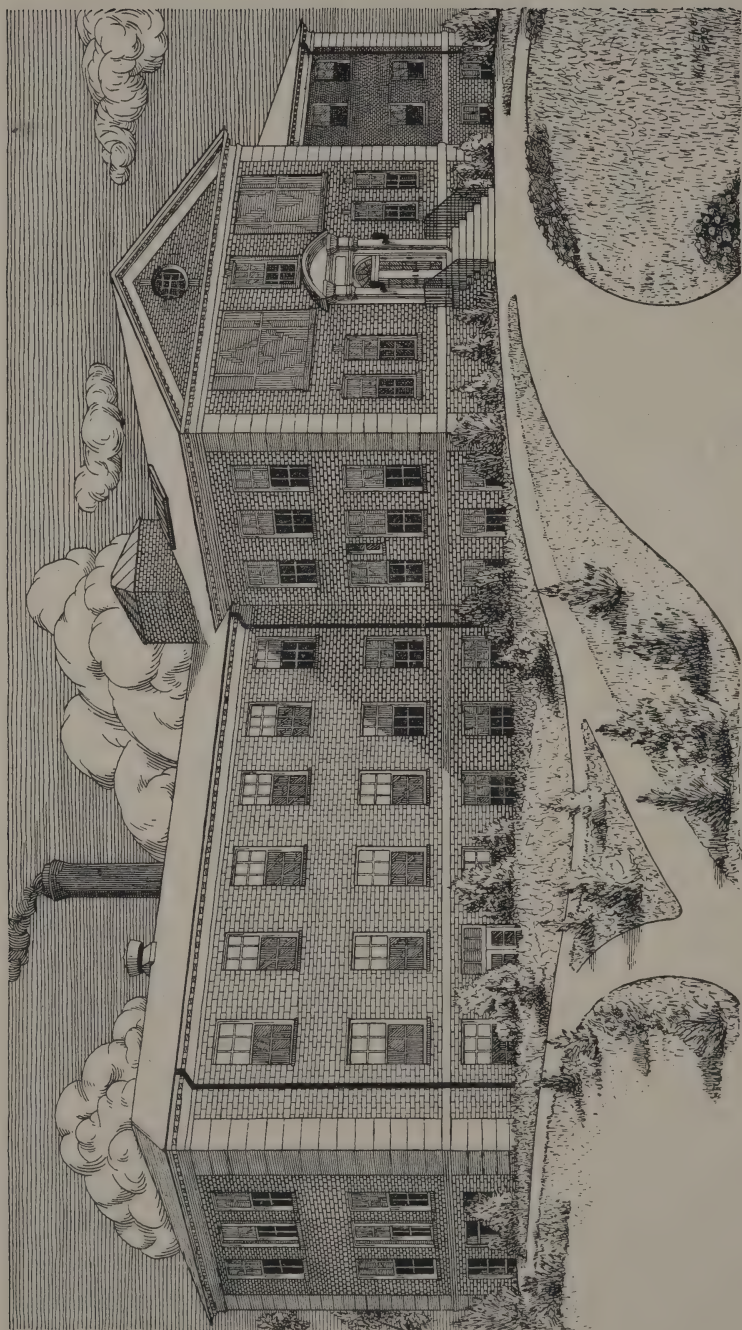
With only local workers and without spending any of the money subscribed for campaign expenses or for expert direction, an energetic campaign of four days was decided upon. At the end of this time over \$205,000 was subscribed and the effort was an assured success.

With funds assured, the next matter to receive the attention of the committee was the selection of a suitable name, and it was decided to enlist the help of the *Kane Daily Republican*, and through ballots printed in the paper to have a name chosen by popular vote. The people of the town were asked to vote for the name of their choice. Prior to voting, a list was printed which contained over three hundred of the various names suggested.

Those interested in the movement to secure a new hospital for Kane desired first of all that the institution should be a public hospital, owned and controlled by the people of the community. It was planned, therefore, that a prize should be given to the person or persons who suggested the name that would be finally selected.

A large number of ballots were cast by citizens in all walks of life. Many names in the list of three hundred were voted for, but "Community Hospital" received the highest number of votes and was therefore accepted by the committee as the name of the new hospital.

With the name selected, the committee in charge decided to consult the wishes of all in the matter of site. The same method was pursued as in selecting a name. Ballots were again printed in the *Republican* and the people of the town expressed a preference for the Hill Top site north of the Kane Manufacturing Company plant along the Roosevelt



*The* COMMUNITY HOSPITAL  
KANE, PENNA.

Highway. It was not anticipated by those interested that there would be any difficulty in securing for a hospital any unoccupied site in the town. This did not prove to be the case, however, for the committee to whom was entrusted the work of purchasing the location met with many delays and disappointments in their efforts to procure the site selected by citizens of Kane as being most suitable for a hospital. All efforts on the part of the site committee to complete the purchase of the Hill Top lot were fruitless. At every turn in the negotiation they encountered obstacles. The owners at first valued the site at \$10,000, which amount was considered exorbitant. Finally a letter from one of the owners of the location appeared in the *Kane Republican*, reading in part as follows:

You have indicated a willingness to pay \$4,000 for the lot designated. We have valued it at \$10,000. We will accept \$6,000. We have offered beautiful sites on the highest ground in Kane, near the water tower where there would be no smoke, at much lower figures, and ask no payment within three years. Before delivery of the conveyance, we shall expect to be informed by you that you have become incorporated, that the amount subscribed has been determined by corporate action to be sufficient upon which to proceed with a building contract, and that the Secretary of Welfare has formally approved of this site, of the erection of the hospital and of the plans therefor submitted according to law. For such an institution as you propose we would rather donate the site; and if it proves to be one in which all reputable physicians of Kane are accorded equal rights we shall esteem it a privilege to be allowed to cancel or donate the purchase money when it falls due.

Kindly advise me of your acceptance with these assurances.

Careful consideration of the conditions and provisions in this offer made it clear to those interested in the new hospital that to accept the proposal would very materially delay building operations and to erect a hospital at a cost of over \$200,000 on land, the "conveyance" to which would be withheld for a period of three years and title to be delivered even then only on compliance with all the conditions specified in the offer, made the purchase of the Hill Top site unwise, impracticable, and well-nigh impossible. The committee, therefore, reluctantly turned from the Hill Top site to other



locations where land could be bought under the usual terms of sale for real estate and without restrictions and conditions that would delay and militate against the success of the hospital project.

It was learned shortly afterward that a beautiful site on the Campbell farm, within the borough limits and only 1,100 feet from the Hill Top site, was available at a very reasonable price, and the purchase was promptly made. There are over four acres in the land secured and the location is such that ideal conditions have been obtained for lighting operating rooms, wards, and solarium. There is also a beautiful view fronting the hospital down the Kinzua Valley and along the Roosevelt Highway as it stretches over the hills toward Ludlow and Warren.

After the purchase of the site, rapid progress was made; an architect was secured, plans were prepared, accepted by the local Board of Directors, and approved by the proper authorities at Harrisburg.

When first received, it was learned that all bids were materially above the amount subscribed. Thus it became necessary to study carefully bids and plans, with two of the leading contractors bidding on the work, and make such changes as would assure a high-grade building which could be erected with funds available. In this part of the work the Hyde-Murphy Company, of Ridgway, was very helpful. Most of the modifications suggested by the Ridgway firm were accepted by the Board and without expense to the hospital the Hyde-Murphy Company prepared new plans and specifications in which were incorporated the changes agreed upon. These modifications of original plans in no way changed the general appearance of the building, the room space or interior arrangement. The chief alteration consisted in substituting tile for brick in interior walls.

The contract for the building was let to the Hyde-Murphy Company and construction work began at once. Excellent headway was made by the contractor, so that the building was under roof and enclosed before January 1, and the building was practically completed by November 1, 1928.



The building may be described as colonial in design, two stories and a basement in height, but with the basement so elevated that there is ample light in all rooms. The brick used is of an attractive variegated red color and the whole structure is pleasing and well proportioned. The location is on the south side of Fraley Street just within the western limits of the borough, and the building therefore faces north. The view from the hospital looking down the Kinzua Valley is one of the finest in Kane.

In inception and design the building is a monument to the spirit of the town. It is the material and artistic expression of that fine human interest and sympathy that impels civilized men everywhere to care for their less fortunate fellows.

The buildings of a city speak truly of the spirit of its people. The Parthenon portrays the beauty-loving Greek, the Forum thunders through the ages the might and power of Rome. Similarly every modern town and city writes indelibly in its public buildings the spirit and achievements of its people. If we would know the people of Kane, we should study its high school, its beautiful parks, its churches, theaters, and, last but by no means least, the Community Hospital. Here will be found the record of the life, the hopes, the interests of the community.

The outstanding event of the school year in Kane in 1927 was the reception to Miss Margaret MacEwen, held in the high school March 18, 1927.

The reception to Miss MacEwen was in recognition of fifty years of service as a public school teacher and in appreciation of thirty-five years of splendid service in the public schools of Kane. Hundreds of former pupils, from gray-haired men and women to children not yet in their teens, were present and filled to overflowing the auditorium at the high school.

Miss MacEwen's friends procured for her a number of beautiful gifts. These were presented during the program of the evening.

Mr. W. H. Davis made the presentation speech and also made announcement that Miss MacEwen's friends had con-

tributed funds sufficient for the establishment of the Margaret MacEwen Prize Fund, the income from which would be used to provide a suitably engraved medal to be given each year to the pupil in the Kane schools who has done the most outstanding work in English. The prize thus established is being given each year in the schools alternately in high school and grades.

In common with the country generally, Kane felt the business depression beginning in the spring of 1927 and extending to midsummer, 1928. In one way this period of dull times differed from other years of low commercial activity in that there was but slight falling off in manufacturing volumes, and in many instances there was an active increase in sales. But profits were slight. Charles M. Schwab is reported to have characterized business conditions as a time of "profitless prosperity."

In the closing of the American Window Glass Factory No. 5 for an indeterminate shutdown, the loss in wages was a considerable item in decreased buying power. But aside from the closing of this one factory, business in the town continued almost "as usual," though with somewhat decreased employment. As business began to revive to a normal condition toward midsummer, 1928, it was noticed unemployment continued high and in many lines of industry actually increased, though industry the country over was in a very satisfactory condition. The only explanation of these peculiar phenomena was that, spurred on by the ever-increasing pressure of European competition since the close of the war, American manufacturers made comprehensive study of their several lines of manufacture, so improving machines and methods that as a result production could be greatly increased while the number of employees might be actually decreased.

In March, 1928, a serious fire again visited Kane. The Cohn block, a three-story brick veneer building on the corner of Field and Fraley Streets, caught fire during the early morning hours of March 31, and the building and contents were almost an entire loss.

The men's clothing store of Printz Brothers on the first floor and Block's bowling alleys in the basement were the business places in the building and sustained serious loss. The Printz store was moved into the storeroom formerly occupied by A. B. Cohn as a women's coat and suit store, the latter occupying for a time a portion of the store in the rear. But the fire-burned corner at Field and Fraley Streets did not remain long in ruins. Mr. Cohn set resolutely to the work of rebuilding and during the summer erected a fine and substantial two-story brick building, containing two store rooms on the first floor and offices on the second. The new building adds materially to the appearance of the central portion of the business section of the city.

Another much-needed improvement realized in the summer of 1928 was the repaving of Greeves Street from Fraley to Edgar, Edgar to Biddle, and Biddle its entire length to Clay Street. This big job was carried through at the joint expense of the State and the Borough of Kane. The State assumed the full expense of the central sixteen-foot portion of all the above repaved streets, while the borough bore the cost of widening the streets about three feet on each side and the expense of curbing and repaving the remainder of the street. The total cost to the borough of Kane was not less than \$30,000. The work was begun July 23 and the last concrete was poured at the intersection of Chase and Greeves Streets on November 5, and was completely opened to traffic on Thanksgiving day.

Anyone who had ever driven a car over the old brick-paved Biddle Street would appreciate the splendid improvement made by repaving this link in the Roosevelt Highway through the town of Kane. The increased width of Edgar and Biddle Streets makes it possible to park a car on either side of the street and still leave ample space for two cars to meet and pass.

When it is considered that the spring and summer of 1928 were below normal from a commercial point of view, it becomes all the more remarkable to note the number of substantial improvements realized in the town of Kane. Men-

tion has already been made of the new Cohn block, the repaved streets on the Roosevelt Highway and the new Community Hospital. There remains one more major improvement that must be credited to 1928; this is the newly-graded athletic field at the high school. In 1909 and the year following, the field, which was originally on a hillside with one end about twelve feet higher than the other, was graded by the volunteer efforts of a large number of the citizens of Kane. In the new field, objectionable features of the grounds have been corrected. The many boulders protruding above the soil and producing dangerous surface conditions were removed, drains and a storm sewer were constructed to prevent water from flowing over from Pine Avenue west and standing on the field, and finally top soil was spread over the field and the whole plot seeded. The result was very pleasing to all interested in the project and gives the Kane High School one of the best athletic fields in this section.



V

*Early History*

BY DR. T. L. KANE

THE history of the region around Kane probably begins in the middle of the eighteenth century, up to which time it had been uninhabited except for wandering bands of Indian hunters or small war parties. The Indians being mainly Senecas, one of the Six Nations, as they were called. They had a few well-defined trails and camping realms. Quite a large one of the camping grounds was located just east of the present extension of Clay Street and four hundred feet south of the borough line. A smaller one was located near the Big Spring, south of the American Window Glass Factory, now called the Old Home Spring. The larger of these two was known in my boyhood days as the Kittanning Camp Ground and the big spring by the smaller camp ground was known as Seneca or Council Spring. It is in connection with these two camping grounds that the earliest history of Kane begins.

When General Braddock was so terribly defeated and routed by the Indians, they seemed to have lost all fear of any vengeance on the part of the white inhabitants of Pennsylvania and their depredations became so annoying that Governor Morris instituted a retaliatory policy, offering bounties of \$150 in gold for every Indian brave over thirteen years of age taken alive and \$130 for his scalp if killed. Squaws and children at considerably less price. The following year William Denny succeeded Morris as Provincial Governor and he extended his predecessor's policy of aggressive warfare to the extent of planning attacks against the Indian villages, instead of waiting for the Indians to attack. A policy of aggressive warfare instead of defensive. The first of these attacks was made against the little Indian village of Kittanning upon the Allegheny River. During

the night of September 7, 1756, Colonel Armstrong with three hundred soldiers surrounded the village. All night they watched a party of Indians dancing around a fire in a cornfield a little way below the village and with the light of dawn his men opened fire upon the surprised Indians. Many fell at the first volley, a few escaped and the rest retreated to their houses. Colonel Armstrong, having trapped the braves in the village, set it on fire and ordered the Indians to surrender. Chief Jacobs, who commanded the tribe, refused, preferring the mercies of the flames to the fate in store for captives. Chief Jacobs, his wife, and their eldest son were known to have been shot in the windows of their burning home. As the fire drove the rest of the Indians from their homes, a great many were shot by the soldiers, the rest escaped under cover of the smoke and, swimming the river, joined those who had survived the first attack. They recrossed the river higher up and are said to have never halted until they reached the camping ground south of what is now Kane. Thus it got its name of the Kittanning camp ground, it being the camping ground used by the refugees from Kittanning. They were reported to have held their first council at Council or Seneca, which was the more select of the two camps.

A very old, well-marked trail led from near Lafayette Corners to this camp ground and thence passed where the Brush Block Factory now stands and the Pennsylvania Railroad yards and eventually to Kittanning. When I was a boy the limits of the Kittanning Camp Ground were easily traced with its scarred and shorter timber, clearly of a second growth. Many arrowheads, tomahawk heads, and other Indian relics were found here. Some of the arrow heads were deeply imbedded in the trees and well overgrown. The annual rings of growth testified to the antiquity of the camps. To the northwestward of this trail two old cannonballs were found. Probably relics of the French and Indian wars. At one time this trail had been used to haul cannons over and the scars of hubs and wheels were clearly traceable in the trunks and roots of the trees.

About fifty years later the solitude of the forest was broken by the cries of the surveyors of the Holland Land Company, who laid off the land into warrants or tracts of 900, 1,000 and 1,100 acres each. These tracts were bounded on the west by the west line of Hunter's District, afterwards abbreviated to District Line and now approximately the east line of Wetmore or Park Avenue. The present Borough of Kane occupies numbers 3210 and 3166 of these warrants and parts of the 425-acre lots to the west, later surveyed.

Now again the woods are left in silence and to the Indians for another fifty years. This time the name Kane is first associated with the region. My father, General Thomas L. Kane, had an uncle named Samuel Leiper, who died possessed among other things of a large interest in over 100,000 acres of these lands. Among his associates who were interested with him were Thomas Struthers, after whom Struthers Iron Works of Warren is named, and Dr. Irvine, after whom Irvineton is named. Upon Leiper's death, my grandfather, Judge John K. Kane, took charge of his estate and he and the others interested pooled their interests and formed, February 6, 1856, the McKean and Elk Land and Improvement Company, with a capital of \$100,000, William Biddle, after whom Biddle Street is named, being its first secretary.

They had exaggerated ideas of the great values of supposed beds of coal underlying the lands and placed but little value upon the timber. Cherry commanded the highest stumpage value, \$5.00; pine and maple only \$2.00; poplar \$3.00; hemlock only 50 cents; and beech but 25 cents. The surface was worth, by their estimates, as much as the Federal Forest is now paying, *i. e.*, \$3.00 per acre. My father became one of the first local agents of this company and began his explorations and investigations, making his headquarters at Upland, now the home of Mrs. Priestley beyond Rasselas, and riding on horseback into the regions around here. About this date he, with the aid of some woodsmen (probably Owens and Corneleus), built a small log cabin near the Seneca Spring. This was built of maple and beech logs, was about sixteen by twenty feet, one story high, and was the first real

house ever erected in Kane. Like all hunter's cabins of the time, it was open to the first occupant, during the absence of its owner, but my father always made especially welcome an old Indian named Jim Jacobs. My father said that the Indians of his tribe had the first moral right to all this land. This was not John Jacobs, who was the real head of the tribe and lived above Kinzua upon the reservation, but a worthless, more or less drunken nephew whose duty was believed to be to visit various places where treasure was hidden and see if it was endangered by the encroachments of whites or uncovered by fire and windfall. Both the Jacobs were, I believe, descendants of the original Chief Jacobs, who had been destroyed at Kittanning in 1756. This is the little cabin by the crystal spring of which my father is supposed to have filled his dreams and daytime longings when he was lying a wounded prisoner in the slime and filth of the southern prison at Drainsville. But that is another long story. I say advisedly that this was the first *real* house built in Kane, for there was actually an earlier human habitation not far distant.

Very close to the extreme southwest corner of warrant 3166 there was an odd structure when my father first came here. It consisted of four rough log walls barely reaching above the level of the ground and being covered almost entirely, roof and all, with earth and ferns and briars. In this dwelt a holy hermit, but he fled with the coming of other white men and it was generally thought that he was really a counterfeiter, and that even his venerable beard and hoary locks were also spurious. It was also rumored that he kept his spiritual adviser in a keg and that the "still small voice" to which he listened was indeed a still. A few of the logs of my father's cabin still stood in 1907 and out of one of these a gavel was made and presented to my mother when she presided over the annual meeting of the McKean County W. C. T. U., April 18-19, 1907.

About this same time, that is about 1836, the city of Philadelphia became interested in an effort to afford an opening for the Reading Railroad to the Great Lakes at Erie. This



was known as the Sunbury and Erie Railroad Company and my father was one of its earliest directors, representing the Philadelphia interests and his Philadelphia friends and stockholders. This would have been a wonderful boom to this region had the scheme ever come to fulfilment. It was to have been on a grand scale. No grades were to have been over sixty feet to the mile and curves were to be parabolic. Some of its magnificent cuts and fills can still be traced between Dahoga and East Kane.

Also, during the latter part of the fifties the McKean and Elk Land and Improvement Company constructed a water mill upon what was then called Cherry Creek, now called the Water Mill Branch of South Kinzua. Traces of the old dam and remnants of the old mill can still be found. It lies about the center of warrant 3122, not far from P. C. L. & P. Co.'s No. 1 well. This mill seems to have sawed only the most valuable part of the timber—that is, the cherry, poplar, and white pine. It was wonderful timber at that time and I can remember a magnificent tulip poplar that stood near the center of warrant 3130 which measured nearly twenty-four feet in circumference four feet from the ground and whose highest branch waved one hundred and thirty-five feet in the air. Also a white pine whose rings my brother Evan and I counted and found that it had been growing for seven years when Columbus landed first on this side of the Atlantic. Here, at least, Kane had antiquity. It took it over four hundred years to raise its lofty head high in the air, but two boys brought it to its fall in less than two hours. Work on the Sunbury and Erie was going ahead and a proposed town site, then called Clarion Summit and later Kane Summit, was planned near the National Transit Company's present pump station. A few other log houses were built near the present B. & O. Railway depot and a very small log school house. McCardall had a big slashing where he cut wood for the coming railroad. This was where Flickerwood Farms now are. My father had picked out for himself a house location where his residence later stood, and another one for his brother Elisha, the Arctic explorer, it being

their plan to both live here and develop the region together with their father's aid. But Elisha K. Kane went away to Cuba and died and shortly thereafter my grandfather died. Both these sorrows coming so close upon each other greatly depressed my father and with a secession of his vigorous promotion and push, things began to slow up. The national crisis was also diverting attention, and soon the War of the Rebellion broke out. My father was the first Pennsylvanian to enlist. Thomas Struthers, of Warren, took nominal charge during father's absence, but there was really no one keenly interested enough to keep the wheels of progress turning; and, money getting tighter and tighter, the Sunbury and Erie failed and all work was stopped.

During the Civil War the Pennsylvania took advantage of the Reading's misfortune and determined to complete the road upon a far cheaper scale, economizing chiefly in crossing the summit and descending from St. Marys to Ridgway, only to climb again and increasing the grades to double the Reading's plans. In 1862, as an inducement to have the railroad constructed and completed through their lands, the McKean and Elk Land and Improvement Company subscribed for 3,000 shares of the P. & E. Railroad stock and also made a free grant of fifty acres of land for sidings, yards, etc. This is our present railroad, with its steep grades east and west and its big yards in the center of town. The erecting of the railroad machine shops and roundhouse were also part of the agreement. By the summer of 1863 the railroad was completed so well upon the western side of the hill that the directors of the land company had the pleasure of entering their domain by rail from its western side. They also report having ridden on horseback twelve miles out the Big Level road. This was, I believe, to Howard Hill (now Mount Jewett) and back, and it took an entire day to make the trip, now covered by a thirty-minute auto spin on the concrete. Some change in sixty-three years! The war was drawing to its close and my father was able to make several visits to this region and, though weak in body, was full of energy and began to make matters move once more.

He had induced the Commissioners of Sergeant Township (which this then was a part of) to make an appropriation toward work on a road from here to Smethport and was urging the land company to clear the heavy timber off the block of ground for the hotel and also to build a larger school house, for, as he says, "There are already as many workmen's children on the Summit as can be crowded into one large log hut." He had started, at his own personal expense, a small steam sawmill located about where the McCluskey Lumber Company has its present yards.

In 1864 my father recommended the company to furnish lumber for summer cottages, at cost, to influential citizens. He also, at this early date, recommended the building of a military sanitarium on the Summit.

In my father's report of February 7, 1865, he states that the town bed of Kane Summit had been definitely placed, and arrangements made for the construction and occupancy of houses for workmen employed by the railroad company and hotel, and that the engine house and depot buildings for the railroad company were in a good state of forwardness. The small steam sawmill, before referred to, was in successful operation. Predicted possibility of wealth by the discovery of petroleum, and the lease of large blocks of the company's lands to the Kinzua Petroleum Company under lease of December 23, 1864, was creating considerable excitement.

In June, 1865, application was made to the court of McKean County for the incorporation of the Borough of Kane, which application was approved by the court on September 26th. This petition speaks of the village of Kane as having not exceeding seventeen freeholders and lying entirely in subdivision 79, warrant 3210. That is to say, it lay entirely east of the east line of Wetmore or Park Avenue and north of the south line of Pine Avenue and extended into warrant 3166. There are many interesting and amusing features regarding this first borough of Kane. It was to have had a town pasture and was to be surrounded by large forest parks, provided the State of Pennsylvania would accept them and exempt them from taxation. Application was

made to the State legislature for this purpose, but it was unwilling to accept them or exempt them from taxation.

Another interesting feature of this original Borough of Kane was that, even in those far-away times, it was proposed to make it a prohibition borough, and restrictions to that effect were incorporated in the early contracts. If all the plans of the original Quaker gentlemen who formed the company had been successful, the town would have been dry indeed, as there were plans laid out for a water works to supply the town from the waters of Hubert Run by means of a hydraulic ram and through a  $\frac{3}{4}$ -inch or 1-inch lead pipe. I do not know how Brother Rotarian Win would have enjoyed supplying the present borough through such enormous mains, but we certainly would have had a dry town.

I find in an old memorandum book of my father's that the hotel (later called the Thomson House) was authorized in 1865 and finished in 1868 at a cost of \$60,000, and in the same book an account of his having financed Scipio Young in the equipment of a barber shop. This was the first tonsorial establishment in Kane and Scipio Young subsequently paid for it by his wages. In the same book I find record of negotiations of a very energetic and intelligent Italian named Guesepio Pelegrini, who became so thoroughly an American that he married an American girl and had his property put in her name as Mrs. Green. Before the erection of the Thomson House there was a frame board eating house made of pine boards, laid up and down without studding. This was known as the Nichols boarding house. I can remember the many rough jests that were made as to the quality of entertainment that was furnished there.

The subscription to the railroad, the building of the hotel, many other improvements, the opening of roads and taxes and more and ever-increasing taxes got the McKean and Elk Land and Improvement Company so financially involved that on June 22, 1867, they executed a mortgage for \$267,000, and a year later, finding themselves still deeper in debt and that the first mortgage had not been sufficient, issued a second mortgage. This did not stop the taxes, and as there was no



money to meet them, nor the interest on the bonds, the mortgages were foreclosed and the company's property sold at public auction by M. Thomas and Sons, auctioneers, October 20, 1868. At this sale General Thomas L. Kane and his friends purchased large portions of the property and thus he became vitally and financially interested in the development of the region.

His first efforts were to bring in farmers. Of the German race, the Glatt family are the only survivors. Of the Italian race, Joseph Tampino, after whom Tambine is named, and Joseph Pelegrini, later known as Joe Green, are the only ones who have descendants in Kane. Efforts to colonize with Scandinavian races were much more successful. These hardy people took up farms at practically nominal cost on the Big Level Ridge between Kane and what is now Mount Jewett and southward toward Highland.

The farms along the road to Mount Jewett, surveyed by J. L. Brown in 1867, number from one to one hundred thirteen. Among the earliest Swedish pioneers were Lindhome, Munson, Bergling, and Lind. O. J. Lindhome, formerly superintendent of the American Window Glass Company, is the only survivor of these pioneers bearing the family name. Of the Irish who came with the opening of the railroad, the Brooder and Daly families, I believe, are the only ones leaving descendants bearing the name. In the summer of 1863 William James came to Highland and built a sawmill. Two of his sons came to Kane in 1867 and started a sawmill at East Kane. Joshua Davis came in 1865. These are the first pioneers of the Welsh race. The James' may be called the first pioneers of the Welsh race. The James's may be called the pioneers of the chemical works business in this region, and Mr. Davis of the business and banking interests. This, I believe, completes the early history of Kane. Oil was struck in very paying quantities in the early eighties, from which time on the town has steadily grown.

VI

*Land Titles and Early Owners*

A CASUAL search among the early records of lands in the vicinity of and including the town of Kane shows that, while the first settlements are of comparatively recent date, nevertheless, the records of titles go back to an early period in the history of the country.

Before the coming of the English and French the land was owned by the Indians. The Allegawi, from whom the Allegheny River derived its name, and the Eries occupied a large part of northwestern Pennsylvania until about 1650, when they were driven out by the Iroquois, who retained at least nominal title until the year 1784, when by treaty they sold their claim to the State of Pennsylvania. It should be kept in mind that the French claimed a good share of northwestern Pennsylvania and in earnest of their contention built a chain of forts beginning at Presque Isle (Erie), Le Boeuf (Waterford), Venango (Franklin), and Fort Du Quesne (Pittsburgh). The claims of the French were extinguished by the French and Indian War closing in 1763. From that time until the close of the American Revolution, Great Britain claimed all Pennsylvania and recognized the proprietary rights of William Penn to lands in this state.

The year 1783 marked the end of the Revolution and the withdrawal of all British claims to American soil.

The close of the Revolution found the government of Pennsylvania in capable hands and a vigorous policy was at once set in motion. The objectives may be said to have been, first, the purchase from the Six Nations of their claim to lands in the northwestern part of the state. This objective was realized in the Treaty of Fort Stanwix in October, 1784, only a little over a year after the close of the Revolution. Sometimes the error is made in thinking that the Treaty of Fort Stanwix ended all Indian claim to Pennsylvania territory, but it merely terminated the titles of the Six

Nations. The following year, 1785, the same commissioners, who met with the Iroquois at Fort Stanwix, met the chiefs of the Wyandots and Delawares at Beaver and, in accord with the agreement made there, a deed was secured and signed by the representatives of the two Indian nations still holding claims to lands in northwestern Pennsylvania conveying all their title and interest to the state.

The price paid the Indians at Fort Stanwix for an area almost one-fourth that of the state was the sum of \$4,000. If the Indians had a valid claim to the land, then it follows that the price paid was pitifully small and an unfair advantage was taken by the commissioners of the Indian chiefs.

The second objective in the policy of the State of Pennsylvania was to acquire title to "the triangle" now Erie County. New York and Massachusetts both claimed this area. Pennsylvania secured a deed to "the triangle" in 1789, which deed was signed by all the chiefs of the Six Nations. The price paid the Indians for the whole of Erie County was \$2,000.

When we are inclined to criticize harshly William the Conqueror in England and Oliver Cromwell in Ireland for seizing a conquered country and dividing it up among their followers, it may help us to be a little less severe to know that, in the good year 1789, our forefathers paid to the Six Nations the sum of \$2,000 for all Erie County, containing 202,287 acres, which is less than one cent an acre.

Massachusetts and New York transferred their title to "the triangle" in 1785 and 1781, and, in turn, this whole county was sold by the government to Pennsylvania for \$151,640. Thus the Keystone State acquired full title to the important harbor at Erie and the entire county.

The value of the land in northwestern Pennsylvania and its future possibilities were quickly recognized. Far-sighted men in Philadelphia, as well as many capitalists in England, but more particularly in Holland, became interested.

The state very promptly enacted legislation making possible the opening up for settlement of the recently acquired territory. In fact, prior to purchase of the land from the Indians, an act was passed on the first day of April, 1784, in

which it was provided that, "as soon as the Indians were satisfied for the unpurchased lands," the council should give notice and the surveyor-general should arrange to have all suitable lands surveyed. The tracts were to contain not more than five hundred nor less than two hundred acres each. At first the tracts were sold at public auction, one-half of purchase price to be paid at time of sale and remainder two years later. In December, 1784, by act of the legislature, the foregoing method of sale was changed so that applications had to be filed and the land was to be sold at \$30 for each hundred acres. The tracts were numbered, but the plan of sale applied only to the area east of the Allegheny River and Conewango Creek. When the applications were filed and numbered, the decision was reached by a lottery, in which the lucky numbers were drawn and sales made to the applicants who held these numbers. Not more than 1000 acres was included in one application. These still appear on old county records as Northumberland County Lottery Warrants.

In 1788 the price of a hundred acres was reduced to \$20 in order to stimulate the sale of land, and finally, in 1792, this was reduced to \$13.33 for each hundred acres. The result was greatly increased land sales; in three years, beginning with 1792, over five thousand warrants were issued. Unfortunately they were issued in the names of a comparatively small number of individuals and the holdings of each were very large.

It is noteworthy to glance at the names of some of these large land owners: Wilhelm Willink, Nicholas Van Stopharst, Christian Van Eighn, Pieter Stadnitski, Hendrick Vollen-shover, and Rutger Jan Shimmelpennick. These men alone received and paid for 1,105 warrants during the years 1792-93-94. The total area covered by these warrants totaled 995,000 acres of land, and all of this land was in the territory east of the Allegheny River. The above men constituted the Holland Land Company; all were rich merchants of Amsterdam, Holland, and their purchases of land were not confined to any particular section of the state. They bought



largely in Crawford and Erie counties and also in the State of New York.

Other heavy purchasers of Pennsylvania and McKean County lands were Herman LeRoy and Jan Linklean, also of Amsterdam; these men owned 300 warrants of 900 acres each. William Bingham owned 125,000 acres and Robert Morris, financier of the Revolution, bought 160,000 acres.

The Commonwealth was anxious to sell the acquired lands in such a way as would increase the wealth and population, and legislation was constantly enacted tending to discourage the purchase of public lands for speculative purposes. In April, 1792, an act was passed that provided that lands should be sold only to those who would within the space of two years from date of purchase make or cause to be made an actual settlement on the land and would clear, fence, and cultivate at least two acres for every hundred purchased. Failure of purchaser to settle on land, clear, fence, and cultivate two acres per hundred would forfeit the lands to the state, but there was a provisional clause "that if any actual settler or grantee shall by force of arms of the enemies of the United States be prevented from making actual settlement or be driven therefrom, in either case the claimant or his heirs shall be entitled to have and to hold said land in same manner as if actual settlement had been made and continued."

This led to fraud, as great numbers of warrants were issued in fictitious names. The Holland Land Company appears in territory west of the Allegheny River, where they purchased over 460,000 acres of land, making the total purchases of this company from the State of Pennsylvania over 2,000,000 acres of land. They secured over 1,000 "Prevention Certificates," which documents set forth that the holder by reason of the fact that he was unable to make the required settlement was therefore entitled to a patent to the land. It was by use of these prevention certificates that the Holland Company and certain wealthy individuals secured title to immense tracts.

If a search be made of the records of titles for any piece of property in Kane or vicinity it will be found that the

original title is based on one of the warrants referred to in previous paragraphs. To illustrate: much of the land on Biddle Street, Kane, was originally conveyed to Herman LeRoy and Jan Linklean under warrants 3210 and 3166, December 25, 1792. As previously pointed out, both of these men were citizens of Amsterdam, Holland.

The following list of owners of property in the Borough of Kane has been made up from a properly certified abstract of title on land now located in central portion of the town. All details, as references to deed book, pages, etc., have been omitted to secure greater brevity, the purpose of the list being to show nationality and, to a less extent, residence of owners through the years. It will be noted that not until after 1850 do any names appear in the list that figure in the later history of town or county:

Allegawi and Erie Indians.....	to 1700
Iroquois Indians.....	1700 to 1784
Spanish, French, and English Claims.....	1492 to 1783
Commonwealth of Pennsylvania.....	1783 to 1792
Herman LeRoy and Jan Linklean.....	1792 to 1812
Paul Busti and wife.....	1812 1 month
Benj. B. Cooper and Oliver Wayne Ogden.....	1812 to 1814
Joseph McIlvaine and wife.....	1814 2 months
Benj. B. Cooper.....	1814 to 1816
Wilhelm Willink.....	} 1816 to 1829
Hendrick Vollenshover.....	
Rutger Jan Shimmelpennick.....	
Wilhelm Willink.....	
Walrave Van Henkelem.....	} 1829 to 1831
Jan Van Eighn.....	
Wilhelm Willink, Jr.....	
Gerret Shimmelpennick.....	
John J. Vanderkemp.....	1831
Mark Richards and wife.....	1831 to 1835
John Hemphill.....	} 1831 to 1835
Andrew M. Jones.....	
Edgar H. Richards.....	
Benjamin Jones.....	1835 to 1842
Andrew M. Jones and wife.....	1842 to 1853
William A. Irvine.....	1853
Samuel Leiper.....	} 1853 to 1855
Thomas Struthers.....	
Henry Watts.....	

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LAND TITLES *and* EARLY OWNERS

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John K. Kane.....	} 1855
Frederick Fraley.....	
John C. Cresson.....	
Jeremiah Hacker.....	
Mordecai L. Dawson.....	
Samuel Welch.....	
James R. Greeves.....	
J. Pemberton Hutchinson.....	
William Biddle.....	

The foregoing, together with Henry M. Watts, Thomas Struthers, John Levzey, Joseph Cresson, formed the McKean and Elk Land and Improvement Company, February 6, 1856. The lands conveyed to the new company included warrants 3210 and 3166.

In 1867 it appears that William Biddle and Thomas L. Kane were made trustees for the lands owned by the McKean and Elk Land and Improvement Company. In August, 1869, Deed Book "P," page 250, sets forth that William Biddle and Thomas L. Kane as Trustees held four tracts of land "conveyed to them for the joint use, benefit and advantage of the McKean and Elk Land and Improvement Company and Thomas L. Kane."

Following the records of land transfers as preserved at Smethport, the county seat, it appears from and after the appointment of William Biddle and Thomas L. Kane as trustees, as noted in the foregoing paragraph, that there were numerous tracts, large and small, conveyed to Thomas L. Kane.

By deed dated October 31, 1877, land described as "the four tracts being the plot of the village of Kane" was transferred by the trustees, William Biddle and Thomas L. Kane, to one Harry M. Albertson and on the same date was transferred to Thomas L. Kane.

In the years immediately following are to be seen several transfers by different county treasurers to Thomas L. Kane. Apparently these lands were sold for taxes by the treasurer and there is no record of the same being redeemed. Rather extensive litigation took place a few years later between the McKean and Elk Land and Improvement Company

and the estate of General Kane. The following newspaper accounts from the *Miner* gives some details and outcome of this suit:

Smethport, Pa.  
November 1, 1889.

Court convened last Monday, President Judge A. G. Olmsted and Additional Law Judge T. A. Morrison presiding. The suit of the McKean and Elk Land and Improvement Company *vs.* Elizabeth D. Kane was called Wednesday morning and is pending at this writing, a number of less important matters having been disposed of Monday and Tuesday. The plaintiffs originally owned 120,000 acres of land in this section of the country, of which General T. L. Kane was agent. The case involves the title to a large portion of this territory. A brilliant array of legal talent is employed in the litigation. Hons. F. B. Gowan and Wm. W. Wilbank, both of Philadelphia, and R. B. Stone, of Bradford, are for the prosecution, and Hons. C. H. McCauley, of Ridgway, J. G. Johnson and E. W. Hanson, of Philadelphia, B. D. Hamlin, of Smethport, and M. F. Elliott, of Wellsboro, represent the defendants.

November 8, 1889.

The great legal litigation of the McKean and Elk Land and Improvement Company *vs.* Elizabeth D. Kane occupied four days of last week, and was decided in favor of General T. L. Kane's heirs. The plaintiffs have appealed the case to the supreme court.

After the death of General Kane, which took place December 26, 1883, title to the Kane estate lands was vested in his widow, Elizabeth D. Kane, to whom he left all his property, both real and personal.

General Kane and those who have had charge of the Kane estate since his death have invariably pursued the policy of selling building lots in the borough of Kane and tracts suitable for farming outside of the town and have made these sales, stipulating that certain conditions should be complied with by the purchaser. Usually, those buying lots in the borough were required to improve the property and build thereon a house of a size and quality to conform to the standard of homes in the vicinity where the purchase was made. The results of this rule have been most helpful in preserving a high standard of homes; there is no slum or ramshackle district in Kane.



Another restriction required by the Kanes in selling land in the borough was to the effect that the property must not be used at any time for the sale or manufacture of spirituous or intoxicating beverages. General Kane and his family have been unalterably opposed to the evils of strong drink and, as pointed out elsewhere, the General was instrumental in procuring the enactment at Harrisburg of a bill prohibiting the sale of intoxicating liquors within one and one-half miles of the town.

At the present time (1928) the Kane family own nearly all the unimproved or vacant land in the borough, as well as a number of valuable residences and other property, and they still own extensive tracts outside the borough.

VII

*Other Early Owners of McKean County Lands*

IT may be said that all title and interest previously held by New York, Massachusetts, and Connecticut in Pennsylvania lands ceased prior to the adoption of the Constitution in 1789, but for many years afterward individual citizens of New England, particularly of Massachusetts, speculated in Pennsylvania lands, and from the New England states came many of the early settlers, especially to the northern tier counties.

The United States Land Company, a corporation formed largely by citizens of Boscawen, New Hampshire, bought in 1838 lands from the Bingham estate in McKean County amounting to 55,000 acres. This company also purchased what was known as the Norris tract lands, extending south from Smethport. The following quotation from a trustees' report of the United States Land Company throws light on the early history and land tenures in McKean County and region south:

The Trustees of the United States Land Company, in compliance with the Articles of Association, submit to the shareholders a report of their proceedings since their last annual meeting.

By the aforesaid Articles of Association, it is provided that the affairs of this Company be managed by five Trustees. . . .

The Board, as at present organized, consists of David R. Griggs, John Lemist, David Dudley, Caleb Parker, Jr., and Thomas Lamb.

The Trustees have limited their purchases to two tracts in western Pennsylvania, comprising about 150,000 acres of land, at an average cost of \$1.25 per acre. These tracts are designated the Bingham tract and the Norris tract. The former consists of about 55,000 acres; the latter of about 100,000. The Bingham tract, which lies in McKean County, borders on the State of New York, and is about sixty-five miles south of Buffalo and about seven miles from the Allegheny River. The productions of this tract may readily, and at a very small expense, be got to market, by means of the Tunanguant stream, which is a large branch of the Allegheny, uniting its waters with that river about nine miles above the said tract. This river has hitherto been almost the only means of

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## OTHER EARLY OWNERS of MCKEAN COUNTY LANDS

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communication with the neighboring settlement, owing to the difficulty of land carriage.

The Trustees are happy in being able to state that they have been so fortunate as to secure the further services of Col. L. C. Little to act as agent for this tract. In making choice of this gentleman to fill so responsible a station, the Trustees were influenced by the knowledge of his talents and of his being so favorably known to the shareholders generally.

Mr. Little removed with his family to the lands of the Company last autumn; and the season was then so far advanced that but little could be done in the way of selling lands; some few lots, of no value for timber, and only fit for immediate cultivation—amounting in all to about one thousand acres—were disposed of to actual settlers at \$2.50 per acre.

Mr. Little's time and attention have been mostly occupied in making surveys and examining the land more carefully, using means for preventing encroachments, and selecting a desirable place for a town. In the latter object the Trustees feel confident that he has been very fortunate. The point selected\* is on a branch of the Tunanguant, and not far distant from the main stream, and has been under cultivation for several years. The proprietor having been compelled by circumstances to sell this land, it was offered to the Trustees, and by them purchased for the benefit of the Association, for \$600. Besides the advantage of its situation for a settlement, the fertility of the soil is such as to have yielded last year a crop of hay sufficient to pay more than half the cost of the land. It may also be well to remark that it is the most central spot that could have been selected, and consequently the most convenient for the residence of the agent. Having in view these advantages, the Trustees feel confident that they have done what they deem is for the best interests of the Company.

During the ensuing season, Mr. Little's time and attention will necessarily be much occupied in re-opening the road to Olean. This road was formerly open for travel, but is now obstructed by the growth of timber. The expense to the Company for clearing it will be comparatively small, as the County pays \$100, and much may be expected from the proprietors of contiguous lands, as well as from the inhabitants of Olean, who feel a deep interest in having the road opened.

These lands have probably been overlooked by emigrants to the West, in consequence of all avenues to and through being closed, by which they might have been explored.

\* \* \* \* \*

Mr. Little, some time since, in expressing his ideas of the value of the lands, observed, that at every succeeding review of them, they presented a better aspect than at the first inspection.

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\* The town was at first called Kendall Creek, then Littleton, and finally in 1872 the name Bradford was decided upon.

The following are extracts from Mt. Little's last letter, dated April 17, 1838:

"In regard to location, quality of the soil, water, etc., I would now offer to the Company the report made in July last, as a correct statement. As to the quality of the soil, I would here remark that I consider it preferable to the soil, in the state of nature, in any part of New England (the river intervals excepted); and I think this vicinity holds out great inducements to good farmers to locate. The lumber trade is here carried on to a great extent, which, as well as all kinds of produce that can be raised by farmers, commands a high price. There have been settlers in this township for ten years past, the last five of which have been generally devoted to the lumber trade, and little attention paid to farming. Consequently, produce of all kinds is very high, and farmers would realize great profits. The bad state of the roads is one great cause for preventing farmers locating here and in this neighborhood."

\* \* \* \* \*

"The appropriations of the Trustees, for investment in Pennsylvania lands, amount in all to about twenty-three per cent on the whole capital; and in order to liquidate this debt, and to secure a full and perfect title to the whole territory, they must have recourse to two more assessments, five per cent each."

\* \* \* \* \*

The Trustees feel a pleasure in the reflection that, whatever may be the turn of the times, these lands must be very valuable at no distant period; and they do most earnestly recommend that the first object of the Company should be pursued in the same spirit in which it was commenced, which has still the same inducement for a prospect of ultimate gain.

It is evident that some individuals will reap a rich harvest from this immense forest of pine and other timber; and as it will only require two further assessments of five dollars on each share, they trust that the good sense of the shareholders will not suffer this great property to be lost.

In conclusion, the Trustees having done everything in their power for the general benefit, they hope the shareholders will not withhold their coöperation.

All of which is respectfully submitted.

DAVID R. GRIGGS,  
JOHN LEMIST,  
DAVID DUDLEY,  
CALEB PARKER, JR.

From a report made to the Trustees of this land company, June, 1837, the description of property given below is taken:



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## OTHER EARLY OWNERS of MCKEAN COUNTY LANDS

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### KERSEY TRACT

The undersigned having been employed by the Trustees of the United States Land Company, to proceed to western Pennsylvania for the purpose of surveying a tract of land lying in Jefferson, Clearfield, and McKean Counties, and known by the name of the Kersey Tract, have accomplished the object of their commission, and respectfully submit, as the result of their observation and judgment, the following report; premising that, for the saving of time and expense to the Company, they thought it expedient, in traversing so large an extent of territory as 90,000 acres, that their company should at times be divided; and hence in subscribing this document, they wished to be understood as meaning to testify, each for himself, of what came under his own observation, and in general to express their assent to the truth of the statements of the other, and their entire confidence in the correctness of his judgment.

We commenced our survey by traversing the warrants south of the Milesburg and Smethport turnpike, beginning at warrant No. 4399 and traced, as the beginning of our work, nearly one-half the whole tract in this direction, the value and importance of which is found in its soil, timber, and water courses.

#### *Soil and Productions*

Beginning with the soil of this portion of the tract, we remark that, in general, it will be found equal in richness and fertility to the average of lands in Vermont, New Hampshire, and Massachusetts.

Many of the warrants lying in this section of the Kersey Tract present a smooth and unbroken surface, while a larger part are more undulating and broken. Some of the hills are abrupt and stony, being generally covered with laurel. Most of them, however, are susceptible of cultivation to their summits.

#### *Timber*

The timber of this portion of the tract embraces a large variety of kinds, which are many of them of a very heavy growth, particularly the white pine and hemlock. Of the white pine it may with safety be said, that by far the greatest quantity will be found on this southern portion of the Kersey Tract; and we confidently believe that in this particular as well as in the quality, the timber will be found to surpass in value that upon a like number of acres that lie contiguous in any portion of New England.

Among the other descriptions of timber, hemlock and sugar maple may be reckoned as next in value to white pine. Both these kinds are very generally dispersed over the entire tract. The hemlock is manufactured into boards and planks, and the maple furnishes an abundant supply of sugar and molasses, which is obtained in the manufacture of its sap.

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## KANE and the UPPER ALLEGHENY

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### *Water and Climate*

Living springs of good water abound over all parts of this tract, which, with the undulating surface of the land, renders it, in point of health, a most desirable place of residence; and we have no doubt that it will be found as healthy, in all respects, as any part of New England. Indeed, the oldest settlers assured us that such was their opinion. In illustration of the probable correctness of this opinion, we state that in a settlement, which was commenced some years since, and where now there are residing about fifteen families, there has never been a resident physician, no general sickness, and but two deaths, one of which was by drowning.

\* \* \* \* \*

The foregoing is most respectfully submitted by

MOODY A. PILSBURY,  
JOSEPH PILSBURY,  
LEAVITT C. LITTLE.

Boscawen, N. H., June 13, 1837.

### *Bingham Tract*

The undersigned having been appointed by the Trustees of the United States Land Company to make an exploration of a tract of land in western Pennsylvania, known as the Bingham Tract, situate in Bradford Township, McKean County, having proceeded to the execution of their trust, and submit the following as their report; premising, as in the case of the Kersey Tract, that as they found it needful, for the sake of economy of time and expense to the Company, to divide their party at times during the survey, they intend, by subscribing this document, to certify each for himself to what has passed under his own particular observation, and to express in general his confidence in the judgment of the other.

We commenced and pursued the survey of this tract, as we did the Kersey Tract, on foot; and we propose to give a general view of its character and value in such respects as appear to be obviously important, beginning with its location.

### *Location*

The Bingham Tract is situated on the Tunanguant Creek, the north line of a portion of which forms the south line of the State of New York.

### *Face of the Country*

The face of the country is generally hilly, although on the Tunanguant and some of its tributaries there are large tracts of excellent interval with deep and rich soil. The most hilly part of the tract is generally of a dark chocolate-colored soil, which is often found at the very summit of the hills. In other parts of the tract, the extreme summits of the hills

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OTHER EARLY OWNERS of McKEAN COUNTY LANDS

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are somewhat stony, like the hills of New England; but the soil is much more fertile. On this tract there are no sunken swamps sending forth their noxious exhalations to engender disease among the neighboring inhabitants. The hills are generally high, yet, unlike the hills of New England, they may be cultivated to advantage, nearly to the summits of the most lofty of them.

In some places there are stones to be found, beside those mentioned as being found on the hilltops; yet, as a township, this tract is by no means stony to a fault.

\* \* \* \* \*

*Water and Climate*

Of the water, too much cannot be said. The springs are not only numerous and their waters abundant, but we think it may with perfect propriety be said that the quality of the water is unsurpassed and rarely equalled in any portion of the United States through which either of our number have travelled.

It is scarcely necessary to add that the air of this country is very salubrious, and that the country is apparently as healthy as any part of New England.

We believe that if the native fertility of the soil of this township were imparted to some of the more level towns in Massachusetts through which we have recently passed, the value of their soil would be increased fourfold thereby.

At a late period of the examination of this tract, we were apprized of a report in circulation in the neighborhood, that a rich lead mine had been found on or near this township by an Indian.

One gentleman of intelligence with whom we conversed, and at whose house two white men and an Indian spent some time during the past winter when in search of the mine above mentioned, is of opinion that such a mine has been discovered, and that it is situated on the Bingham Tract and that the white men are intending to purchase of your Company, when an agent shall be sent out, the warrant or warrants on which it is situated. For ourselves we do not estimate this tract as any more valuable because of this story, nor do we attach any great importance to it. We see no reason, however, why lead may not abound there, as well as in some other sections of our country where it has been found, and on that account we recommend some inquiries and examination hereafter.

All of which is respectfully submitted by

LEAVITT C. LITTLE,  
MOODY A. PILSBURY,  
JOSEPH PILSBURY.

Boscawen, N. H., June 13, 1837.





# SCENES IN EVERGREEN PARK

1. CAPTURED GERMAN CANNON
2. BRIDGE
3. HIGH SCHOOL *and* LAKE
4. SNOW SCENE *at* LAKE
5. NEAR THE BANDSTAND



VIII

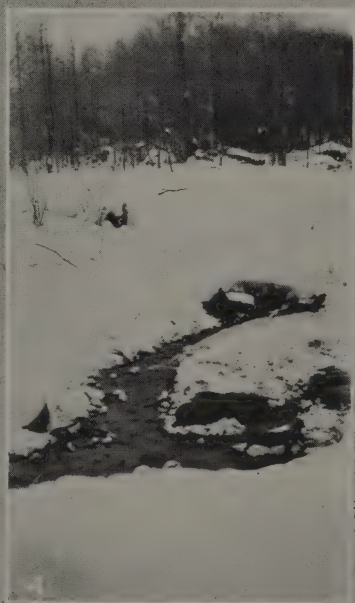
*The Parks*

*In such green palaces the first kings reign'd,  
Slept in their shades and angels entertain'd;  
With such old counsellors they did advise,  
And by frequenting sacred groves grew wise.*

—EDMUND WALLER.

IN that civilization dominated by Greece and Rome, and even throughout the Middle Ages, there was little thought given to the scientific planning and building of cities. Scant provision was made for sewage, playgrounds, and parks. The plagues of those early times were but the natural sequence of living in the congested areas of walled cities. Modern civilization, however, has long realized the value of good health and the vital need of fresh air and sufficient light. London and other cities of the Old World are annually removing old, crowded, illy lighted tenements and replacing these with modern buildings where every care is taken to provide for the health and well-being of the tenants. The importance of playgrounds and public parks is everywhere recognized, and progressive cities all over the country are expending large sums of money to provide easy access for all classes to the open spaces of the out-of-doors.

It is to the great credit and honor of the McKean and Elk Land and Improvement Company, that very early in their planning for the town of Kane they made ample provision for a splendid park system. They made it possible for future generations to enjoy all the advantages of extensive and beautiful park areas. The organization which that company set up to hold these park lands for the people failed to function and the three tracts of land were sold for taxes and for years were lost to the people of the town. It became necessary for the Chief Burgess and the Borough Council to carry on active litigation in the years 1895-1900,



SPRINGS *in* GLENWOOD PARK

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## THE PARKS

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that the citizens of the town might regain the lands originally given by the McKean and Elk Land and Improvement Company. As a result of this legal contest, a settlement was reached which gave to the people of Kane, Evergreen Park (19.2 acres), Southover Park (approximately 35 acres), and Glenwood Park (45 acres).

The story of the park lands, their conveyance to trustees for the use and benefit of the town, and the efforts made by the people to reclaim them after these lands had been for years in the possession of certain individuals who claimed ownership, can best be presented by reference to an article prepared by the authority of the Borough Council and published in the *Kane Republican* on March 23, 1895, and also by the information contained in the original deed from the McKean and Elk Land and Improvement Company to William Biddle *et al.*\*

At the close of the legal proceedings which resulted in regaining for the community a part of the original park lands, the court at Smethport, on petition, revived the trusteeship as originally specified and provided in the deed of gift from the McKean and Elk Land and Improvement Company. Milton Craven and W. B. Smith, prominent citizens of the town, were appointed to carry on the trust. These men should have the highest credit for the faithful and efficient manner in which they discharged their duties as park trustees. Shortly after taking possession of the park lands, it was decided that the funds available were entirely inadequate to improve all three tracts of land. It was decided that, because of its central location, Evergreen Park should first be cared for and put in order for immediate use. To clear this twenty-acre tract of underbrush, remove stumps and stones, grade and plant areas with grass, flowers, and shrubbery was a truly great task, especially when the meager funds at hand were considered. By petition, the trustees were granted authority to sell building lots fronting Birch Street and by selling timber from all three tracts that was not needed for park purposes,

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\* See Appendices A and B.

they secured sufficient funds in addition to small amounts granted by the council to improve and beautify Evergreen Park.

In this work, the unusual zeal and fidelity of Milton Craven was so marked that it is eminently fitting to make mention at this time of the work he accomplished. Mr. Craven gave practically all of his time while park trustee to the care of the park lands, and especially to the development of Evergreen Park. He supervised in person practically all the work in the park. To glance over the park accounts, one is astonished at the extent and the variety of work done with the small funds available. He was most careful in the expenditure of money, and though he worked personally from day to day as hard as any park employee, and supervised, planned, and directed all park work, yet he allowed himself never more than one dollar a day in wages.

Mr. Craven's knowledge of flowers, trees, and the planting and care of shrubs was remarkable. Through his efforts, the services of landscape engineers from Rochester, N. Y., were secured and all plantings in the park were made following the plans and recommendations of the Rochester firm.

Mr. Craven was among the first to plant the American elm in Kane. Many people still believe that the winter climate is too severe and the soil too dry for the elm to grow properly. But the trees were secured and the beautiful row of elms practically all the way around the park is the result. When the elms were first planted, it was noticed that each spring, shortly after the leaves would appear, they were attacked by aphids and other insect pests. This seemed to lend color to the local belief that climatic conditions were not suitable in this locality for elms. Mr. Craven was concerned for the safety of his trees and sprayed the elms faithfully each year. The spraying was given credit for the fine growth of the trees and the practice of spraying was continued by other park trustees until the elms had attained a height beyond the reach of the ordinary spray pump. Then it was observed that though the insect pests attacked



the trees as usual, the effect of the visitation to the trees resulted in no permanent injury and the spraying was discontinued.

Mr. Craven believed that a park should be a place for culture and education as well as a place for recreation. He planted flowers in profusion, together with a wide variety of shrubs, including the finest clump of mountain laurel in this section. He planted a great variety of trees foreign to this locality. His collection of poplars, evergreens, and oaks is quite complete. Thus it is that to the lover of trees and the student of shrubs and flowers, Evergreen Park offers a wide range of species.

In addition to laying out attractive walks, he built a drive through the magnificent hemlocks in Southover Park from Park Avenue to South Fraley Street.

In Evergreen Park, Mr. Craven has left an enduring monument to his memory. The people of Kane will long remember this quiet, public-spirited hero of the Civil War, who lost an arm in defence of his country at the battle of the Wilderness, and who by his zeal and devotion to the public welfare, made in Evergreen Park a notable contribution to the beauty and happiness of the community.

Mr. Craven moved from Kane to Jamestown and later, with his son Charles, to Hood River, Oregon. On resignation of Messrs. Craven and Smith, T. R. Hoskins and J. E. Henretta were appointed trustees and served in that capacity for five years. When Mr. Hoskins left Kane in 1913, Mr. Frank Ulf and Mr. Fred Aggers were appointed by the county court and have since been painstaking at all times in caring for and developing the parks. During the many years the parks have been in charge of these gentlemen, many improvements have been made, especially in Evergreen Park. The walks have been greatly improved with a covering of crushed limestone; many more flowers are planted; new areas have been filled in and graded, many more have been planted; the springs have been properly guarded, and the pond substantially increased in size. Kane is indeed most favored in having such public-spirited citizens

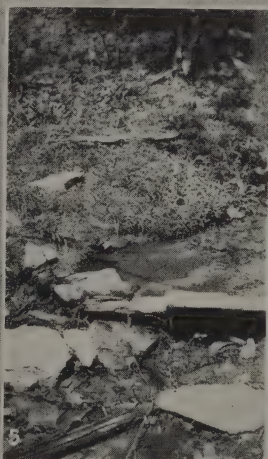


EVERGREEN PARK *with* HIGH SCHOOL in BACKGROUND

as Messrs. Ulf and Aggers as park trustees, for they have contributed liberally of their time, that the park may be maintained as a beauty spot for the enjoyment of all.

Largely under the direction of Park Trustee Franklin E. Ulf, a careful survey of all trees in Evergreen Park has been made by experts of the Davey Tree Expert Company, and it is planned in the near future to have labels attached to each variety, showing scientific and common names. When these labels are in place, Evergreen Park will afford an excellent opportunity to study the different varieties of our native trees and a considerable number planted in the park but native to other localities.





# MOUNTAIN SPRINGS

1. WEST KANE SPRING
2. SPRING *at* EAST KANE
3. SCOUTS *at* NORTH KANE ROCKS SPRING
4. COUNCIL SPRING
- 5.-6. SPRINGS *at* NORTH KANE ROCKS



## IX

*Mountain Springs*

*Thou hastenest down between the hills to meet me at the road,  
The secret scarcely lisping of thy beautiful abode  
Among the pines and mosses of yonder shadowy height,  
Where thou dost sparkle into song and fill the woods with light.*

—LUCY LARCOM.

THE Big Level country in the vicinity of Kane, though having an elevation of over two thousand feet, is dotted here and there with springs of the purest water. Because of the elevation and the further fact that there is no higher land in the region, none of these springs in the vicinity of Kane are of great volume such as the great springs in central Pennsylvania at Bellefonte and elsewhere, but they are perennial and nearly all maintain a constant flow of water through the dry season of the year.

The two springs in Evergreen Park near Birch Street furnish water for the pond at Chestnut Street and also drinking water for all park picnics.

One of the most famous springs in the borough is the Council or Seneca spring located on the Kane estate just back of the American Window Glass Factory No. 5. This spring was famed in Indian days; about it gathered many a party of red men on their way to or from Kittanning, Fort Duquesne and the Ohio region. There is a fine flow of water here, but much of it is piped to the near-by factory, and the beauty of the spring is further marred by the operations of a sawmill that has not only cut away the beautiful trees that formerly grew near but has also left a great mound of sawdust, loose boards and the usual lumber of a portable sawmill.

In Glenwood Park are three springs, one near Hacker Street and two near together about two hundred feet west of the Kane estate line. These springs are on the hillside

and are within ten feet of each other. The water from these forms a small stream that flows down the little valley; here would be an ideal site for a municipal swimming pool. The flow from these springs is constant and of good volume, more than ample for a miniature lake.

Due to clearing the land, the erection of buildings, and construction of streets and pavements, a number of springs have disappeared and some have had to be closed or connected with the sewers. This is true of the noted Kittanning Spring that was located near the water standpipe just east of Clay Street.

In the Indian world, while the red men still held possession of the region, the most famous spring was the great mineral spring at West Kane. Indians were in the habit of coming long distances to camp nearby, spend some time in the vicinity and benefit by drinking the water.

The Indians have a legend that the Great Spirit gave the waters for the benefit of a favored tribe.

The immediate vicinity of the spring and below was a famous elk lick where it is claimed as many as fifty elk gathered together at one time to wallow in the waters.

They also relate in the early days the story of an Indian, Jim Scroggins, whose father, "Turkey" Scroggins, was a local gold hunter. The father devoted his entire time to a painstaking search for gold and surveyed very carefully the whole region around Kane and a good share of the upper Allegheny country. Finally in his search he came to the branch of the Tionesta that originates in the big spring; here he was deceived by the sulphur and iron deposits on the rocks into believing he had found his long-sought-for treasures of gold. So convinced was Scroggins that he had found gold that he erected a rude furnace and tried to melt out the gold from the yellow rocks.

In the spring itself, however, both father and son had implicit faith, and for many years after the death of his father Jim Scroggins came to the little village of Kane and was always high in his praises of the medicinal qualities of the great White Rock Spring. Little attention was paid

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## MOUNTAIN SPRINGS

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to the Indian's story and it was not until about the year 1890 that the great medical properties of the water of the spring were fully recognized.

The spring has a constant flow, unaffected by drought or rain, of thirty gallons a minute and the temperature is quite uniform, remaining practically stationary at 52 degrees.

X

*The Flora of the Big Level and Upper  
Allegheny Region*

WILD flowers are Nature's gifts to all. They grow freely and create masses of color in meadows and on hillsides. It would seem as if Nature hastened to cover every bare or unsightly spot with greenery and color. So varied is the elevation from the meadows along the rivers to the near-by hills, many of which extend more than 2,000 feet above sea level, and so widely different is the soil condition in different localities of the region that the number of species of flowering plants, ferns, and mosses is very great.

Among these are some of the most beautiful flowering shrubs and herbaceous plants that are found anywhere in the world. Is it possible to find more beautiful plants than our mountain laurel, rhododendron, azalea, and various orchids?

These are among the plants which are in the process of extermination, particularly in the accessible places and along our streams and highways. It is not at all unusual to see automobiles filled with laurel, and other shrubs and flowers native to the hills, being carried away by thoughtless men and women who will not, in many instances, even take the trouble to replant. The rare painted trillium that a few years ago was to be found in much of the woods about Kane now exists in but a few secluded spots. Botanists recognize the fact that many plants are restricted in their habitat. There are, for example, plants west of the Allegheny Mountains that do not grow in eastern Pennsylvania, and it is also true that a number of flowers and trees that flourish in the east are not found in the western counties. Because of this limited distribution it is a serious loss to have a



species eradicated in any locality, for it usually means a permanent loss as the shrub or flower destroyed may never again appear in its old place.

Snow trillium (*Trillium nivale*) has been found in but two places in the state. In one of these it probably has already been exterminated and unless the other is guarded with the greatest care, this beautiful flower will disappear from it also.

The pink lady's-slipper (*Cypripedium acaule*) is very rare in parts of Pennsylvania, but it is not uncommon to find it on the hills of the Big Level. These flowers are often gathered in quantities, resulting in destruction or serious injury to the roots of the plants, and are sold on the streets of the cities. The same conditions also exist with ground pine and club mosses so extensively used in Christmas decoration.

In May, in the woods north of Kane, the hillsides are covered with flowers. White trillium with a few red, and sometimes the exquisite painted trillium may be seen in a group of three or five. A carpet of squirrel corn, the yellow and white fairies of the Dutchman's-breeches, a few of the yellow violets still in bloom, and here and there the yellow adder's-tongue will be seen in full bloom with its spotted leaves.

By looking closely one may find among these the purple looking cohosh before it unfolds its leaves or the stately Jack-in-the-pulpit and the graceful spikenard.

In June, if a walk is taken to the south and west of Kane, a fairyland of lady-slippers may be seen; ground dogwood, wintergreen, pipsissewa, fringed polygala, growing in the acid soils which these plants require.

A summer journey could be taken in almost any direction from Kane, and fields of Queen Anne's lace, both pink and white, may be found. In this summer picture will be found black-eyed Susans, yarrows, yellow parsnips, and pink and white mallows.

Later summer furnishes still more varieties, especially along streams. Here we may see the *Lilium superbum*, the wood lily, or the day lily, the tall yellow cone flower,

elecampane, sometimes the purple cone flower, and groups of black cohosh with its beautiful white candle spires, sometimes four and five feet tall. A little farther along the chosen woods path more of the black cohosh and its tall white spikes may be seen mixed with red bee balm, yellow daisies, and evening primrose.

The blue-bottled gentian makes its appearance later in the fall and occasionally the white-bottled gentian is found, though this variety is uncommon. The region has several colors of fall asters, and it may be interesting to learn that these flowers have been carried to England, where they have been introduced in the gardens as Michaelmas daisies. The beautiful goldenrod grows everywhere. Many think this is a much maligned flower; that it is falsely accused of causing hay fever. Some very good authorities believe that ragweed is the guilty plant, but because goldenrod and its ragweed neighbors are in bloom at the same time, the goldenrod is held to be equally guilty, merely because of its keeping bad company.

A few miles north of Kane in the State of New York lies the beautiful Allegany State Park. The southern boundary is the state line separating New York from Pennsylvania, and on all other sides it is bounded by the Allegheny River. In this area New York has spent large sums of money in building roads to make accessible the chief places of interest.

A summer school, Allegany School of Natural History, for the study of the fauna, flora, and geology of the region, has been established and in successful operation for several years.

A very valuable work, *Flora of the Allegany State Park*, by Homer D. House, Ph.D., State Botanist, New York State Museum, and William P. Alexander, of the Buffalo Society of Natural Sciences, was published in 1927. As the flora of the Big Level is quite similar to that of the Allegany Park, this work is of special interest and value to nature lovers of Kane and vicinity.

The following letter by one of the joint authors of the above book points out some of the outstanding features in the wild life of the region:

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## THE FLORA of BIG LEVEL and UPPER ALLEGHENY REGION

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Mr. J. E. Henretta,  
Kane, Pa.

DEAR SIR:

It is with pleasure that in compliance with your request to make a few statements regarding the wild life and natural beauty of the Allegany State Park, I am able to turn over my notes and make a selection of such facts as I believe will be of use to you.

Since the inception of the great recreational park in western New York it has been my good fortune, as Field Naturalist of the Buffalo Society of Natural Sciences, to have aided in the several surveys that have been undertaken with the aim of making facts concerning plant and animal life, as well as the physical geography of the region, available to its many visitors.

The park area in New York, in these several features corresponds closely, as you know, with the similar features of your district, so for practical purposes what I may write will, in general, apply to the Kane territory quite as well as though our field work had been done there.

Of the vegetation with which the park is covered, we find, both in the woody and herbaceous plants, much that is of very unusual interest. There is an overlapping of northern and southern forms in the flora that outdoor folk should attempt to understand and appreciate.

It is not uncommon, here and there, to find such northern plants as quaking aspen, hemlock, and mountain ash mingling with more southern species such as the magnolia (cucumber tree), tulip tree, and the rarely beautiful large-leaved holly all in one small area, a condition which is truly wonderful from a plant-lover's point of view. Many similar conditions are met with in the beautiful mountains, valleys, and the river flood plain of the Allegany State Park and doubtlessly could be duplicated in your section. Handbook No. 2, a publication of the State Museum, Albany, New York, contains much information pertaining to the plant life of our great playground.

We found in our survey of the reptiles and amphibians, that while the numbers of kinds which occur in the park are not great, several are of outstanding interest. Omitting a consideration of the timber rattlesnake, which in New York is not abundant, we believe that the magnificent pilot blacksnake is the species that without doubt has a claim for more than passing consideration. This handsome and beneficial reptile is the largest that inhabits our range. Its great length makes it a formidable looking creature, and therefore one that outdoor folk fear. It would be well to make it generally known that this snake is not only harmless but, because of its rodent-destroying habits, is worthy of careful protection. Salamanders, including the largest occurring in the western hemisphere, the Allegany hellbender, are numerous in the park and its environs and for the most part prove very interesting to visitors who prowl the forest or find pleasure in the aquatic life which abounds in the many fine streams of the region.

The fish inhabiting the waters under consideration were not given extensive consideration, due to the fact that the work was carefully done by Henry W. Fowler and J. C. Galloway, the latter residing at Port Allegany in your state, where he has accomplished notable work in surveying the streams of his vicinity and making careful notes of existing conditions. We have every reason to believe that the fish species which he has recorded for the Port Allegany territory will accord closely with what we will eventually discover in the streams of the Allegany State Park. Apart from the more inconspicuous kinds, trout of two species, and black bass are fairly abundant in the waters of the park, and fishermen, in open season, get their keenest pleasure in angling for these.

Most visitors to our playground, when they get off the beaten track, are impressed with the evidences of the many large mammals that are at home in the mountain forests. These mammals, including white-tailed deer, black bear, lynx, porcupine, red fox, and raccoon, you undoubtedly have in greater numbers in your own region, as well as the host of smaller species that make things entertaining for the forest enthusiast who is also somewhat of a nature student.

Birds, of course, find these splendid forest-covered highlands a paradise, and a great many species, including the now rare pileated woodpecker, regularly nest in the confines of the park. Any effort made to instruct outdoor folk that care should be taken to protect the woodpecker referred to, will be helpful in keeping one of the most picturesque birds from disappearing from our woodlands, for the tendency among hunters is to destroy it chiefly because of its extraordinary size and beauty.

Nature, in the process of making and peopling with plant and animal life the beautiful region to which these notes pertain, has been lavish in her moods and gifts, and we who are privileged to move over the mountains, through the valleys, and along the courses of the streams that enter into the make-up of the area should feel a natural pride in what has been given us and use the privilege accordingly.

I trust that you will succeed in your book in making known to those who will read it that the benefits of living in the section you are treating are many, and not the least of these the good things that wild places afford for those who know how to find and enjoy them.

Very truly yours,

(Signed) WM. P. ALEXANDER,  
*Field Naturalist of the Buffalo  
Society of Natural Sciences.*



## XI

*Gas and Oil*

IN ancient civilization cities were very frequently located on high and commanding hills because the elevation added to the ease with which the towns could be defended in time of war. Primitive weapons of warfare, used prior to the invention of gunpowder, made it comparatively difficult to attack a city located on an elevation. Jerusalem and Athens in the Old World, and the capitals of the Astecs and Incas in the new are examples of cities where the elevation of the site had much to do with locating the town. Even Rome boasted of its "seven hills."

In modern times towns are built where it is most advantageous for people to live. Ease of transportation, location on river, harbor, or intersection of great railroad systems are determining factors in locating cities. The request is sometimes made to explain the location of Kane and why the original settlement has grown steadily through the years into the thriving little city it now is. The answers to this inquiry are many.

The primary attraction was undoubtedly the magnificent forests. Lumbering and bark peeling constituted the chief industry on the Big Level for many years, and even at the present time affords employment to large numbers of men. The total forest products sold each year from this district either as lumber, chemical wood, or in the considerable variety of manufactured wood products such as doors, sash, turnings, handles, and furniture, is a large amount and adds materially to the wealth of the town.

Lumbering, however, had reached its zenith in the late 80's and for a time it was feared that Kane might suffer the fate of so many other lumber towns and be abandoned. A new and more permanent source of wealth was to be found. Natural gas and oil were discovered in the territory of the Big Level and even under the town of Kane itself.



1. GIANT TREES, SOUTHERN PARK    2. DEEPWELL at LAMONT  
 3. SCENE at INDIAN FORT  
 4. FIRE TOWER    5. KANE'S FIRST OIL WELL

No sooner had Colonel Drake struck oil, August 28, 1859, and put down the pioneer well near Titusville, than prospectors entered upon the work of locating new fields. The Butler, Bradford, and Washington fields were developed before any success was realized in the Kane field. For fully ten years before oil was struck on the McDade farm the Big Level was considered to be in the Oil Belt. Actual finds by the drill were growing nearer and nearer to the town. Seven years before the first Craig and Cappeau well, Kane was regarded as an oil center, though no oil had actually been found. December 19, 1878, the *Smethport Miner* contains the following:

OIL MATTERS AT KANE

Our Kane letter says: Business is still on the increase here, and places suitable for business locations are in great demand on account of the oil excitement, which still continues. The Hulings No. 2 is doing all and more than was expected, and consequently everything in oil matters tends to a spirit of buoyancy. Three wells are going down at once on the Guffey tract, adjoining the Hulings tract, and no doubt is entertained as to oil being found in paying quantities. The rig timbers are being gotten out for a well on the Mell farm, two miles from Kane, on the Smethport road. Oil commenced flowing through the pipe line on Wednesday last, and the shipping of oil from this place to eastern markets will soon begin.

The progress of a well in the early oil days was watched very carefully from the first day the drill went into action. Particularly was this true in a new or undeveloped field. Most new wells were "mystery" wells. The mystery well was one in process of drilling or even a completed well concerning which the owner made every effort to suppress information.

There were many reasons why it was to the advantage of owners of a new oil well to deceive the public. A new well, particularly if a good producer, would disturb the market much more than a new well or even a new field would at the present time. The total production in all fields was comparatively small and even a hundred-barrel well would have an appreciable influence in depressing



prices. There was also the obvious advantage by suppressing news to get control through leases of valuable adjacent territory.

So important was it to keep informed, that oil companies and individuals employed a considerable number of men whose duty it was to study fields, new and old, and secure the latest information, particularly on wells in new territory. These men were known as "scouts." They were men of unusual ability, resourceful and often showed a willingness to assume risks incident to oil development that meant much in the way of profit to themselves and the communities in which they operated. Every oil and gas field has its list of "scouts" such as Joe Cappeau, Clemenger, and Goodwin, who have had much to do with its discovery and development. Their work was usually done under the most discouraging circumstances and often at great self-sacrifice.

It is said that the wives of the operators who discovered the Bullion field years ago sold their jewelry in order that the drill might keep on in its downward way.

F. J. Clemenger, usually considered as founder of the Kane field, was born in Toronto in 1843 and came to the new oil territory, then centering about Oil City, in 1865. He mingled with the crowds at Pit Hole and wherever a "mystery" well was being guarded or a boom oil town located, "Clem," as he was called by his friends, was sure to be a familiar figure. Like many others, he was borne gaily onward on the tide of success during the palmy days of the oil excitement. It was not always success, however. Many times the daring oil scout or prospector had to gaze philosophically into dry holes that seemed to serve no other purpose than that of a grave of buried hopes and fortune.

Through all the vicissitudes of fortune which befell his lot, F. J. Clemenger clung with faith to the region of the Big Level as promising oil territory. About the time Marcus Hulings struck oil in the rugged defiles of the Kinzua Creek district, Clemenger reasoned that, the well being twelve miles southwest of Cole Creek, near Bordell



City and on a 45 line with it, by prolonging this line it would pass near Kane; and that a point a short distance south of Kane was as far southwest of Hulings No. 1 as that well was remote from the gushers on Cole Creek.

This may seem simple reasoning. Yet, upon it land was leased and the first well was drilled near the center of warrant 3778. As early as 1879 Clemenger began leasing land in the vicinity of Kane. He leased 1,000 acres from William James, and altogether his leases covered about 4,000 acres.

Joseph Duke, of Bradford, took an interest in the first well. The Roy and Archer wells were drilled; they showed strong indications of oil, but did not produce in sufficient quantities to pay.

Clemenger left the region and for a time was interested in oil development in the Oil City and Little Washington fields. He did not forget Kane, however, and drifted back in January, 1885, and leased about 2,200 acres of land. James McDade, a man of energy and keen business ability, shared with Clemenger the risks and possibilities of the new venture. Mr. McDade gave Clemenger a lease of 300 acres with royalty, on condition that he would drill the well on McDade's property. With the leases thus secured "Clem" did not know where to get the funds with which to drill. He had put down many "wildcat" wells but a short time before and his resources were exhausted.

An oil well prospector in new territory, "a wildcatter," is a man of sublime faith, but he is not always able to inspire the same degree of confidence in those from whom he must purchase his tools and supplies for drilling and casing the well. Clemenger became more or less discouraged in his repeated failure to secure funds for drilling operations, but he retained his leases.

Early in the summer of 1884 a well was being put down near Mount Nebo and Clemenger visited the section and, while there, met Joe P. Cappeau, who was then scouting or reporting on the market-disturbing influence of the well. Clemenger told Cappeau of his leases and offered to sell,

provided a well would be drilled. While scouting for the Forest Oil Company, Cappeau had looked up the lease and the Elk County test well near by; he was thoroughly informed on the situation and was so favorably impressed with the possibilities that with his partner, Joe Craig, he purchased the lease, the transfer being made to the new owners about July 3, 1885.

The story of the Kane fields would be far from complete without mention being made of Joe Cappeau and his work in its early development. "Little Joe" was born in Oil City, Pa., about 1860. He began his career as an oil scout in the summer of 1880, when he entered the employ of the Forest Oil Company. His first effort was to secure information of the Van Scoy well located near Kinzua. This well was "mystified" during the summer and fall of that year. At this time in his career Joe Cappeau was one of the youngest as well as one of the ablest of the scouts.

For a time, with his partner, Joe Craig, he was associated with the refining firm of D. V. Reighard. Later the two partners represented J. C. Fisher & Co. on the floor of the Pittsburgh Oil Exchange.

But to return to the well. It was located on warrant 3767, about 1,200 rods, or nearly four miles, southeast of Kane. Work was begun by the new firm in July and the rig was built promptly and completed by August 1. Drilling began August 3. John A. Stroupe, an experienced driller, was the contractor and took one "turn" of the actual work of drilling. James Jones was the other driller. P. Mack and Charles Wilson dressed the tools. The sand was struck on the morning of November 11. On this eventful morning there were present young men sent by those interested in oil in other fields, Messrs. Cappeau and Clemenger and a number of drillers and tool dressers.

After striking the sand, they pulled out and put on a new bit and drilled twenty minutes. When the tools were drawn the well had filled up 800 feet with oil. The bailer was run after the tools were removed and it was found that the well had filled up 1,000 feet. After lowering the bailer

a second time Mr. Cappeau put in two plugs which he had brought with him from Butler. Even though the space between the plugs had been filled with oakum, yet, the well filled up and flowed in three and one-half hours and continued to flow over the derrick every two hours until 700 feet of water was run into the well and the casing head put on. Meanwhile oil trickled through and about the casing as a little stream and flowed away by an opening in the rocks. At last Kane had a flowing well and a new industry was added to the wealth of the community that would mean much to the growing town in the years to come. About noon on the 19th of November "Little Joe" invited the band of scouts, with whom he had been daily associating for years, to his room in the New Thomson House in Kane and told them about what he knew of the new "strike."

The importance then placed upon being well informed not only on new wells but also on their daily production is seen in the painstaking care with which the scouts secured daily information concerning the first big oil well. It was arranged that one of their number, not interested financially in the well, make a daily gauge, which was then given to the public. The first scout selected for this duty was Jerry Hefferman, and during his absence Scouts Stow and Tennant were delegated to put the well to the test of the gauge pole.

A 250-barrel tank was erected and the first day's record showed a production of 85 barrels; the second day 84 barrels. After a few days the daily production fell to 62 barrels, but when the plugs were drilled out the production again mounted and on December 14, 1885, the well yielded 110 barrels. Thus runs the story of the great Craig and Cappeau well No. 1 which definitely opened the new field and founded an industry that did as much for the thriving town on the Big Level as any other.

It must not be supposed that all operations in the Kane field were as peaceful as the work connected with the first well. Some of the leases were eagerly sought. "Keen competition" is not quite strong enough an expression. A forty-one acre lease on the Jo Jo road was known as the

“war lease” because of the sanguinary and legal battles fought out for its possession.

During the early days of the oil excitement only an oil well would satisfy. A gas well was considered but little better than “a duster,” as the following brief account quoted from the *The Kane Leader* of January 7, 1886, will show:

The Tenant well is at last opened to the public and is no longer a mystery; in fact, it is nothing but a gasser, and a heavy one at that. So with this disappears the last vestige of hope for the present of Kane becoming a booming oil town.

The value of natural gas was then little realized; it was often permitted to run to waste and burned freely at every street corner. Towns were lighted with open gas flares, and the village of Burning Well derived its name from the fact that a great gas well was allowed to burn there for years in the open air. It was not long, however, until a burner was invented which, by mixing air with the natural gas, afforded excellent combustion and gas was used very generally for fuel wherever it could be secured. The larger towns were quick to realize the possibilities of the new fuel, as the following brief item in *The Kane Leader* of November 19, 1885, will show:

A Jamestown dispatch dated October 28th says: “At 2 P. M. today gas was turned into the eight-inch main at Ludlow, Pennsylvania. In half an hour it had made its way thirty miles to this city. Tonight the streets are filled with crowds watching the illumination by the gas burning from several standpipes. The roar of the flames can be heard for a long distance. The Pennsylvania Gas Company owns the line and has forty miles of gas pipe in Jamestown’s streets, the gas territory and pipe line and fixtures representing over \$800,000. Members of the Standard Oil Company are heavily interested. It is expected the vapor fuel will drive coal and wood from the local market and that Jamestown’s manufacturing interests will profit largely.

The foregoing indicates with what rapidity gas, which at first was despised in all fields, was coming to be understood and appreciated. Some years after the discovery of the Kane field a gasser with good pressure was even more



valuable than an oil well. Gas has come into its own, and from the Kane field a large volume of gas is constantly being pumped to heat thousands of homes in Buffalo, Jamestown, and many other cities.

There can be no disputing the fact, however, that for years after its discovery oil was king in the Kane field. It would be difficult to describe the stirring life of Kane and the adjacent towns during the oil excitement. Drillers, rig-builders, tool dressers, teamsters, contractors, carpenters, mechanics of all kinds gathered to the new field from far and near. It was before the advent of the automobile and the auto truck. The heavy work of the oil field was done by horses, and long lines of teams could be seen going and coming through the mud-paved streets and roads. It was not an uncommon sight to see two or even three pairs of horses dragging through heavy mud roads to its place on the lease a boiler, drilling tools, bull wheels, a storage tank, or a big load of pipe or casing. The work required a great number of teams and teamsters, and these gathered to Kane, as a Mecca of highly-paid labor, from long distances. A teamster with his outfit, a heavy wagon and team of draft horses, would drive overland from Crawford and Mercer counties on the west or from the lumber woods of Potter and Bradford counties on the east. These voyagers often drove their teams a distance of a hundred miles. They worked here for a few weeks or a few months and then returned to their homes. Constant change seems to be the law of the oil field; men appear to be coming or going; drillers and tradesmen leave one field to go elsewhere, only to have their places taken by others daily arriving.

It is little short of marvelous how quickly a boom oil town is built. Good hemlock lumber was plentiful in the 80's and very cheap—seven and eight dollars per thousand feet and the quality was uniformly good. West Kane, Jo Jo, and other towns came into being almost over night. The house was often built entirely of hemlock, with the exception of the windows; 2 x 6 lumber was used for the

lower and upper sets of joists and 2 x 4 for the remaining framework. The boards of the siding were nailed on upright or perpendicular to the floors. Sometimes the floors were made of surfaced boards, though many houses were built of rough boards throughout, with the windows in place, the doors hung, and the interior walls papered (there was seldom any plaster used). The house was neat and attractive. These homes so hurriedly built were cool in summer and decidedly so in winter. It was fortunate there was in the Kane field usually a plenteous supply of gas for fuel.

Lumbering, when oil was first found four miles south and west of Kane, constituted an industry of considerable magnitude; there were great mills on all sides of the town and there was then, as there was for many years afterwards, large forces of men at work at the mills, felling the trees, hauling the logs and bark and doing all other kinds of work required in the lumbering industry.

But the chief interest was in oil, even when there was but a single large well. The newspapers featured what was being done in oil; lumbering and all other activities held a secondary place. The following is quoted from the weekly *Kane Leader*, December 10, 1885, and gives a report for each day:

#### DOINGS OF THE WEEK

##### The Kane Field Oil Market

##### Thursday—

The mystery flowed 63 barrels in the last 24 hours. The line not finished and the well reported not to be opened until Monday or Tuesday.

The market opened at  $88\frac{5}{8}$ ; highest  $92\frac{1}{4}$ ; lowest  $88\frac{1}{4}$ ; closed 90.

##### Friday—

The Craig and Cappeau well done 61 barrels the last 24 hours. Pipe connections will be finished tomorrow, but the well not to be opened until next week.

The market opened at  $91\frac{5}{8}$ ; highest  $93\frac{3}{8}$ ; lowest  $89\frac{1}{2}$ ; closed 90.

##### Saturday—

Craig and Cappeau's well on 3767 flowed 64 barrels. No new development today.

The market opened at  $89\frac{7}{8}$ ; highest  $91\frac{3}{4}$ ; lowest  $89\frac{1}{4}$ ; closed  $91\frac{1}{4}$ .

Monday—

The mystery flowed 63 barrels in the last 24 hours. Operators anxious to get land of Thomas Griffith, who is closeted the greater portion of the day with operators closing out land at good figures.

The market opened at  $91\frac{3}{4}$ ; highest  $92\frac{3}{8}$ ; lowest  $90\frac{7}{8}$ ; closed  $91\frac{3}{8}$ .

Tuesday—

The well flowed 64 barrels in the last 25 hours. Well reported to be opened tomorrow. Scouts and operators happy over the news.

The market opened at  $91\frac{1}{4}$ ; highest  $91\frac{1}{4}$ ; lowest  $90\frac{1}{4}$ ; closed  $90\frac{1}{4}$ .

Wednesday—

The well put 64 barrels into the tank in the last 24 hours. The well was reported to be opened this morning, which caused considerable excitement among scouts and operators. Quite a number were on the scene of action at a very early hour, but returned none the wiser than when they first started.

The market opened at  $88\frac{1}{2}$ ; highest  $91\frac{3}{8}$ ; lowest  $88\frac{3}{8}$ ; closed  $90\frac{1}{2}$ .

The rapid development of the Kane field may well be shown by noting a report similiar to the foregoing which appeared also in the *Kane Leader* less than six months afterwards, or, to be exact, May 27, 1886:

A gauge of the field Monday morning shows 6,200 barrels per day from 108 completed wells. The number of wells drilling and rigs up approximates 80 and new ones are being started in great numbers, especially on lots 385 and 419. The daily production shows an increase since last week of 900 barrels and drilling wells an increase of 9 in number.

The One Horse Gas Company's well on 386 reached the oleaginous bearing rock Monday and made over 100 barrels during the first 24 hours, but when drilling was resumed after moving the boiler to a safe distance only six feet more of sand was found and the drill opened a heavy vein of salt water which flooded the well and seriously interfered with the work.

In recent years the American people have grown accustomed to thinking of Texas, California, and Mexico as the chief sources of the supply of the nation's oil. Nevertheless, the Kane field is still producing and is regarded as having some possibilities of development.

One of the most interesting wells drilled in recent years is the Deep Test well now being completed at Lamont, about four miles south of Kane. This well was "spudded in" September, 1925, and the plan was to drill to the white

Medina sand. The red Medina is immediately above the white Medina and the company estimated the red would be reached at a depth of about 7,000 feet and their calculations were found to be in error less than fifty feet; the red Medina being reached at 7,030 feet.

Much difficulty has been experienced in the drilling, owing to gas pockets which, though they would last but a few hours generally, were strong enough to disarrange the tools in the well and at one time caused a "fishing" job of 93 days.

The drilling at present is in the red Medina sand at a depth of 7,190 feet. It is expected to reach the white Medina sand at 7,250 feet. The red Medina is so hard that the drill gains on an average less than two feet a day.

The United Natural Gas Company is putting down the well and have thus far spent more than \$100,000 on the project.



XII

*Lafayette and His Travels in Pennsylvania*

*He came in his youth to defend our country. He came in the maturity of his age to witness her growth in all the elements of prosperity, and while witnessing these he received those testimonials of national gratitude which proved how strong was his hold upon the affections of the American people.*

—ANDREW JACKSON.

THE monotony of history and biography is often broken by stories in the lives of men and nations, stories, too, that are the despair of the historian and the biographer. Romulus and Remus in the care of a wolf, William Tell, King Arthur, Dick Withington and his cat, George Washington and the hatchet, are but a few of the many legends that live through the centuries, though records of state and nation fail to furnish evidence of their truth. These and similar tales persist in history and literature long after the memory of the Von Rankes, the Guizots, and the Prescotts are forgotten.

In the story of the presentation of a township of land to LaFayette in 1824 by the State of Pennsylvania on the occasion of the last visit of that great man to the United States, and of his subsequent visit to the County of McKean, where the township is located, we have one of these historical narratives that is seemingly very difficult to verify and yet is so strongly intrenched in the minds of the people that it will be repeated to generations yet unborn, though proof may be lacking.

Some little investigation has been made, but the results have thus far been rather inconclusive. Without any attempt to pass judgment upon the truth of the story, it may not be out of place to set forth the results of the search for an official or authentic account first, as to whether the Township of Lafayette in the County of McKean was given by the State of Pennsylvania on or about the year 1824 in the City of Philadelphia or elsewhere to the Marquis de

Lafayette, and, second, to find some official record showing if this distinguished man at any time visited Lafayette Township or any part of McKean County.

The story of the gift of a township in McKean County and the subsequent visit of Lafayette to Smethport and Lafayette Township was most interestingly told in one of the big Philadelphia papers a few years ago. The following is an extract from the sketch written by J. C. French, of Roulette, Pa.:

In 1824 the Marquis de Lafayette made his final visit to the United States. Many receptions were staged in honor of the distinguished Frenchman who had fought and shed his blood helping us to gain our independence from Great Britain. At Philadelphia he was presented with a purse of \$200,000 in gold and a township of land in McKean County, named for him. It is west of the Kinzua viaduct, around the Guffey pump station at the Tidewater pipe line. A coaching party started from Philadelphia and went to Jersey Shore; thence it followed the Broadhead trail via Kane and through Lafayette Township to Kinzua on the Allegheny and onward to Fredonia, New York, where Lafayette slept in a hotel which was lighted by natural gas from a well drilled there in 1821; the beginning of an industry of great importance. Lafayette passed through our highlands, was endowed with a township of land which bears his name (Lafayette township is ten miles square) and which became valuable for timber, gas, and oil; and he visited our earliest gas-producing well on his way to behold the wonders of Niagara Falls.

In the foregoing graphic account of Lafayette's journey to McKean County it should be pointed out that the route of Broadhead's march to this region was from Pittsburgh north, following the river, with the single exception of the march from Warren to the site of the present Indian reservation at Cornplanter or possibly to a point a little nearer Salamanca, where Broadhead in his report says he left the river. At no time was he in the vicinity of Jersey Shore. This, however, need in no way invalidate the story, for there was a good wagon road at that time from Philadelphia as far as Jersey Shore, and from that point a military road much used by early settlers led through Lock Haven, Renovo, Sinnemahoning, Driftwood, Emporium, over the present site of Kane, on west to the Allegheny River. The trip over the route described was clearly possible.

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LAFAYETTE and HIS TRAVELS in PENNSYLVANIA

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The following reports and letters have been selected from a large number received on the subject of Lafayette's visit to McKean County:

AMERICAN HIGHWAY EDUCATIONAL BUREAU  
HIGHWAY TRAVEL PUBLICATIONS  
MUNSEY BUILDING

WASHINGTON, D. C.,  
September 28, 1927

*Mr. J. E. Henretta,  
Kane, Pa.*

DEAR SIR:

Please pardon my neglect in this matter of Lafayette's visit to what is now McKean County, Pa. . . . I did not check up the story, but there is a township in McKean named after the General and he traveled from Philadelphia to see the land voted to him for his services. He must have done a great deal of traveling and a great deal of eating, because I once unwittingly tracked him from Tallahassee, Fla., to Montpelier, Vermont, and on the walls of old hotels in both places bronze plates bore the legend that he had dined there. They gave him lands in Florida, but I don't believe the Vermonters parted with any of their hills. But the bronze plate does say that they fed him.

When I halted at Lafayette Corners in McKean County, an Irish lady was driving a cow across the pasture where it is supposed that the gouty old General slept. Beyond this fragmentary data I do not believe that I can be of service. However, if you will write Colonel Burns, explaining that I have referred you to him, I am quite sure that he can put you on the right track.

Very truly yours,

J. W. BROOKS.

McKEAN COUNTY PUBLIC SCHOOLS  
SMETHPORT, PENNSYLVANIA

September 7, 1927

*Mr. J. E. Henretta,  
Kane, Pa.*

DEAR MR. HENRETTA:

Your letter of the 7th making inquiry about possible historical material bearing on supposed journey of Lafayette through McKean came to me yesterday.

May I say that I have been interested in these supposed journeys of Lafayette, Washington, and Colonel Broadhead (to the last named a stone has been dedicated and placed on school lawn in Smethport) through

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KANE and the UPPER ALLEGHENY

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McKean County, as rumor has it in various sections of the county that each of these men at some time or other during the Revolution, or later, made a trip through this section.

"I am unable to find any historical references to verify the popular belief that any one of these men was ever in the County. I was talking with Professor C. M. Sullivan, member of Lock Haven Normal faculty in Social Studies, this summer about this very matter and he said he was unable to find anything that would bear out the belief that any of these men saw this section. Broadhead may have marched from Fort Pitt against Indians located on Elmira Flats at the same time an expedition went against them from Sunbury, but it hardly seems that a force following the Allegheny River from Pittsburgh to Olean would leave the river and journey over the Kane and Mount Jewett ridges, heavily forested as they must have been in the early days. He could not even verify belief that expedition went from Pittsburgh north against Indians to Olean and vicinity. He, too, has read all he can get on early history of this section, including Lock Haven region.

Respectfully,

C. W. LILLIBRIDGE.

DEPARTMENT OF PUBLIC INSTRUCTION  
PENNSYLVANIA STATE LIBRARY AND MUSEUM  
FREDERIC A. GODCHARLES, Director  
HARRISBURG, PA.

Sept. 27, 1927

Mr. J. E. Henretta,  
Kane, Pennsylvania.

MY DEAR MR. HENRETTA:

Your letter addressed to Captain Godcharles, State Librarian, has been referred to me.

I have gone through the biographical sketches of General Lafayette, several of which give an account of his journey in Pennsylvania, but I have found no reference to any visit in McKean County.

The Congress of the United States voted him \$200,000 when he visited this country in 1824, and they also appropriated a township of Government land, the exact location to be determined by the president of the United States, but I have been unable to find the record as to where this land was located. I may be able to do so at a later date.

\* \* \* \* \*

I have been unable to find any statement concerning the origin of the name Lafayette Corners.

I remain,

Very sincerely,

H. H. SHENK, *Archivist*.



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LAFAYETTE and HIS TRAVELS in PENNSYLVANIA

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CARNEGIE LIBRARY OF PITTSBURGH  
REFERENCE DEPARTMENT

PITTSBURGH, PA.

October 13, 1927.

Mr. J. E. Henretta,  
115 Dawson Street,  
Kane, Pennsylvania.

MY DEAR MR. HENRETTA:

We have made considerable search in regard to the question of Lafayette having been in McKean County. We have not been able to find in anything in this Library any evidence that Lafayette did visit McKean County. On the other hand, neither do we find anything to prove that he did not.

In regard to the grant of land to him, I take pleasure in sending the inclosed extracts from *Niles's Register* showing that the grant of land was in Louisiana. Of course, the Pennsylvania Legislature *could* have voted lands to Lafayette as they did vote them to other generals. We do not have copies of the Statute Laws of Pennsylvania for 1824 or 1825 and, therefore, cannot tell whether such a resolution was passed or not. I should say that it was not, since Lafayette's name does not appear in the list of owners of donation lands which we have in this Library. . . .

Very truly yours,

IRENE STEWART,  
*Reference Librarian.*

The extracts from *Niles's Weekly Register* mentioned in the above letter are here given:

*Pensacola, April 23.* From Tallahassee we learn that Col. McKee arrived there on the 7th instant, who is authorized by the President of the United States to select a township of land for Lafayette.

From *Niles's Weekly Register*, May 28, 1825, p. 208.

Colonel McKee has fixed upon township No. 1, joining Tallahassee, as the land granted by Congress to General Lafayette. Its worth is estimated at 150 to 200,000 dollars.

From *Niles's Weekly Register*, July 23, 1825, p. 321.

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KANE and the UPPER ALLEGHENY

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DEPARTMENT OF INTERNAL AFFAIRS  
PENNSYLVANIA  
HARRISBURG

December 1, 1927

Mr. J. E. Henretta,  
Kane, Pa.

DEAR SIR:

In reply to your letter of the 10th ulto. wherein you ask to be informed if we have any record of a grant of land to Lafayette in McKean County for his services to this country in the Revolutionary War, I beg to say that after a diligent search among the records of land grants in this Department we have been unable to find any evidence of such a grant.

The New International Encyclopedia, where it treats of Lafayette, mentions that Congress voted him a grant of \$200,000 and a township of land, but does not state where the land was situated. As the land of this Commonwealth never was owned by the United States, it leads to the conclusion that any such grant must have been located outside the boundaries of Pennsylvania. Moreover, the title to land in McKean County passed from the Commonwealth many years before Lafayette's visit to this country, and the land in Lafayette Township, McKean County, was largely vested in William Bingham in 1793 and 1794.

With respect to the contention that Lafayette visited McKean County when he was here in 1824-25, our records shed no light on that subject, and we have referred your letter to Hon. Frederic A. Godcharles, Director of State Library and Museum, with the request that he supply you with such information as may be available with him on that subject. Mr. Godcharles is most conversant with the historic events of this Commonwealth, and I am confident he will take up the matter and advise you of any information he may obtain concerning it.

May I suggest that the Historical Society of McKean County, Smethport, Pa., may have some data on the subject. A reference to the publication, *McKean, the Governor's County*, by Rufus Barret Stone, 1926, was made by me, and that work makes no mention of land having been granted to Lafayette in McKean County, nor of his visit to the county.

Very truly yours,

JAMES H. CRAIG,  
*Deputy Secretary*

For James F. Woodward, Secretary.

BIBLIOTHEQUES DE LA VILLE DE LYON

LYON, December 20, 1927

DEAR SIR:

I shall be very glad to make the asked-for researches regarding the American gift to Marquis de La Fayette. But these researches are to

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LAFAYETTE and HIS TRAVELS in PENNSYLVANIA

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be rather long, as it will be necessary to run the many books published on La Fayette through, and the management of the Library does not allow me to do it immediately and uninterruptedly. I shall be able only to let you know the results of my investigations in our prints. If they do not contain anything thereabout, it will be necessary to resort to manuscript documents, and then to apply to the *Archives Nationales* or to the *Bibliothèque Nationale* in Paris.

In any case I shall make haste and give you any information that I could get. If all inquiries here are negative I shall give you every useful direction in order for you to apply to Paris.

I am, dear Sir,

Yours very sincerely,

HUY JOLY,  
Chief Librarian.

T. Mr. J. E. Henretta, Esq.

One of the larger towns near the birthplace of Lafayette is St. Etienne. The following letter, therefore, from the librarian of that place may be of more than passing interest.

PUBLIC LIBRARY  
ST. ETIENNE, Dec. 20, 1927

SIR:

I regret very much my inability to furnish you any information on the journey of Lafayette to Kane.

The *Memoirs of Lafayette*, Vol. 6 (Paris, 1838), refer to the gift of 200,000 dollars and also of a plot of land to be chosen by the President from lands of the nation not otherwise assigned. But the name of your town is not mentioned in this work.

Perhaps you would find some references to the itinerary of Lafayette on his last visit to the United States in *Lafayette in America*, 2 vols., written in 1829 by his secretary, Levasseur. This work, which we do not have here, should be found in your large American libraries.

There is no document, manuscript not any old record whatsoever relative to Lafayette or his family in the library of St. Etienne.

Respectfully yours,

(Signed) PIUS LEVEGY.

LIBRARY OF THE CITY OF LYONS

LYONS, January 5, 1928

DEAR SIR:

I have pleasure in giving you some information which I have been able to find in our collections about the gifts received in America by General Lafayette; you will find herewith a copy of Mr. Smith's donation

speech and of Lafayette's answer. Perhaps you could get further information in a book published in New York, which we unfortunately do not possess, but which you will certainly find in any public Library in America:

Levasseur (A) (Secretary of General Lafayette)  
*Lafayette in America in 1824 and 1825; or*  
*Journal of Travels in the United States.*  
New York, 1829, 2 vol. in-12

I shall always be pleased in the future to give you, when possible, any information you may require, and I am, dear sir,

Very sincerely yours,

(Signed) J. HUY JOLY,  
Chief Librarian.

The speeches mentioned in the above are noted below.

SPEECH OF MR. SMITH IN BEHALF OF THE TWO COMMITTEES  
FROM THE SENATE AND THE HOUSE OF REPRESENTA-  
TIVES IN PRESENTING TO GENERAL LAFAYETTE  
THE GIFT OF CONGRESS

General: We have been instructed by the Senate and the House of Representatives to make known to you the adoption of a resolution which concerns you, a copy of which we herewith present. As you will note, the two houses of Congress, in consideration of the great sacrifices which you have undergone by reason of your loyalty to American liberty, thought they should reimburse you in part for the outlay which you incurred. Your high principles will not permit you to oppose the nation in thus discharging its obligations to you. We have been selected to express the hope of the houses that you will not refuse their request and that in the acceptance of this gift presented to you, you will give this additional proof of esteem to the many you have already offered to the American nation. On the other hand, the sentiments entertained toward you by our nation will endure so long as she can appreciate the liberty she now enjoys.

REPLY OF GENERAL LAFAYETTE

GENTLEMEN:

The generous and unexpected gift which Congress has been good enough to present me following so many other testimonies of kindness commands the deepest gratitude on the part of an old American soldier and an adopted son of the United States, two titles dearer to my heart than all the treasures in the world.



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LAFAYETTE and HIS TRAVELS in PENNSYLVANIA

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However proud I may be of the evidences of affection showered upon me by the people of the United States and their Representatives in Congress, the importance of this last honor has given rise to feelings which in my gratitude I am unable to conceal. But at this moment the gracious resolution of the two houses read by you does not permit the expression of other feelings than those of gratitude which I beg of you to convey for me.

CORRESPONDENCE, 1825

ON BOARD THE STEAMSHIP RICHMOND,

Jan. 20, 1825

The invitation extended by the Virginia Assembly was so cordial that I could not refuse it; this is equally true of the Pennsylvania Assembly. Such requests when made to a private citizen necessitate an acceptance. All the different Assemblies as they meet obligate us through most flattering resolutions to visit their respective states. The resolution from Louisiana was conveyed by its representatives in the two houses of Congress. We will abbreviate as much as possible this grand tour that we may not miss the Bunker Hill anniversary to be held June 17, at Boston. The deputation from the two houses has presented the gift of Congress with a resolution which has touched me far more than money and lands and which in a most delicate manner compelled my acceptance.

The library at Paris was very helpful and, after making thorough search, reported in detail on the journeyings of Lafayette in the United States during his last visit to this country.

SOCIETY OF THE FRIENDS OF THE NATIONAL LIBRARY AND PUBLIC  
LIBRARIES OF FRANCE

PARIS, March 22, 1828

*Office of Documents.*

SIR:

I am pleased to remit herewith the result of the investigations asked for. From these it is evident that the record of a grant of lands in Pennsylvania to Lafayette who would have come to see them during his visit in 1824 cannot be confirmed. Nevertheless the results obtained have their bearing upon the subject from the French viewpoint.

Very sincerely yours,

for the general sec'y,  
(Signed) I. JOS. PUPLE.

The Paris report is given in full.

1. All the biographies of Lafayette which we have and which describe his visit to the United States in 1824-25 quote the text of the gift made by Congress.

RESOLUTION CONCERNING GENERAL LAFAYETTE

ART. 1. *Resolved* by the Senate and House of Representatives in Congress assembled that, in consideration of the services and sacrifices of General Lafayette during the war of the Revolution, the Secretary of the Treasury is hereby authorized to pay him the sum of \$200,000 taken from funds not otherwise appropriated.

ART. 2. *Further resolved* that there be allotted to the said General Lafayette for his own and his heirs enjoyment a township to be granted by authority of the President from lands of the United States not otherwise ceded.

A. Levasseur, *Lafayette in America*, vol. 2, p. 27.

But no designation of place is found either in official papers (Acts of Congress, *Journal of the Pennsylvania Senate*) or in the *Memoirs, Correspondence and Manuscripts of General Lafayette*, published by his family (Paris, H. Fournier, 1838), in the letters or documents published since, or in his biographies, particularly *Journey of General Lafayette to the United States*, containing a map tracing the exact itinerary which the General followed in the various states of the Union (Paris, l'Huillier, 1826, vol. 1) and A. Levasseur, *Lafayette in America* (Paris, Baudouin, 1829, 2 vols.).

In the first of these two works referred to are listed the press notices of the period which served as references. (These the National Library either does not have or those it does have date before or after the period 1824-1825.)

A. Levasseur, the author of the second work, was private secretary to the General and his services, he says in the preface, "extended over three years after our return." Neither in his book is there found any reference to the location of the allotted land.

3. Lafayette passed through Pennsylvania, where his reception seems to have been particularly cordial.

"At midnight, May 22 (in 1825), we embarked on the *Herald* for Wheeling, a little town in Virginia, situated on the banks of the Ohio and almost on the border line of Pennsylvania. . . ." (Levasseur, work above quoted, vol. 2, p. 398.)

". . . From Wheeling we re-entered Pennsylvania by way of Washington, Brownsville, Unionville, etc., etc. All along this route the General found the people of Virginia and Pennsylvania in the same humor as last year, that is to say, that the people everywhere came out in crowds to see him and to pay him the highest honors. The little town of Wash-

ington, capital of the county of the same name, distinguished itself by the splendor of its festivities; at Brownsville we passed over the Monongahela in a boat carrying twenty-four young girls dressed in white who came to welcome the General and who showered him with garlands of flowers as he set foot on soil. At Uniontown, capital of Lafayette County, he was received with a simple cordiality well calculated to recall the character of the founders of Pennsylvania."

There is no authority for the belief that Lafayette County, which is under discussion, is the exact township allotted. M. Regnault-Warin, in *History of Lafayette in America*, gives the following bearing upon the subject: "March 4th last the same legislative Assembly (reference is made to the Pennsylvania Assembly) had formed Lafayette County from a large section of land beyond the mountains and which had been under cultivation over twenty years. A special resolution apprised him who was honored thereby of this unusual action." This text, Lafayette's reply to the legislative body, and the context lead to the conclusion that it was a matter of a simple token of honor. The name of Fayetteville was given to several towns or villages which were never owned by Lafayette.

From Uniontown Lafayette went to New Geneva, returned May 25th to Uniontown, proceeded at once to Elizabethtown, Pittsburgh, Erie, Fredonia—to Niagara. *There is no mention made of Kane nor of McKean County.*

Lafayette had many qualities of true greatness, yet for a man of his wealth, rank, power, and fame, he was unassuming; his modesty was one of the most charming traits in a very pleasing personality. An incident of his voyage to America will illustrate this trait. As his ship anchored off Staten Island, Lafayette inquired if it would be possible after landing to hire a hack to take him to a hotel, which reminds one of the similar act of modesty of our own Lindbergh in carrying with him letters of introduction on his first airplane trip to France. As the letters were not needed by Lindbergh, so the hack was not necessary to the great Frenchman. The La Fayette guards, decorated with ribbons, led the procession from the Battery to City Hall. Lafayette followed in a barouche drawn by four white horses. The date of landing was August 15, 1824. From New York, he drove to Boston in a four-horse carriage; on the way passing through Fairfield, New Haven, New London, and Providence. At Harvard, Edward Everett made an address of welcome. He

journeyed on to Bunker Hill, Salem, Ipswich, Newburyport and Portsmouth. From New Hampshire he traveled back through Massachusetts, stopping at Lexington, Wooster, Hartford, and then to New York.

September 5 he wrote home that he had traveled six hundred miles and "had experienced all that can flatter or touch the human heart." "I am counting on Levasseur [his secretary] to give you the details of all these fairy scenes." It is of interest to note that the report from the Paris library quoted above refers in some detail to Levasseur's record or history of this voyage in the United States, and this fact adds to the improbability that so long a journey could have been taken as that from Philadelphia to LaFayette Township, McKean County, Pennsylvania, without any record having been made of the journey by his secretary, upon whom "he counted to give the details." Lafayette visited Fredonia, N. Y., in 1825. Of this there is authentic record. Lafayette Park in the center of the town is named for the General as the result of his visit there. Lafayette visited the place for the purpose of seeing natural gas used for lighting and he stayed in a hotel where his room and the hotel generally were lighted in this way. Fredonia, N. Y., enjoys the distinction of being the first city in the United States to make economical use of natural gas. A well was drilled there in 1821 to a depth of twenty-seven feet; the hole was one and a half inches in diameter and produced enough gas to illuminate the village. The gas was distributed about town in wooden pipes.

After a trip up the Hudson he went to Philadelphia, thence to Baltimore, where he was received in Washington's tent. He proceeded to Washington and Mount Vernon to visit the tomb of "the greatest and best of men." Yorktown, Norfolk, Richmond, and Monticello were visited in turn. He traveled on through North and South Carolina to New Orleans and up the Mississippi River to Ohio, Pittsburgh, Wheeling, Washington (Pa.), Uniontown, New Geneva. He was in Meadville, Pa., June 2, 1825, from which place he went to Erie, Fredonia, and Niagara Falls. Lafayette sailed from New York for home December 8, 1825.



In December, 1824, Congress passed the following resolutions:

ARTICLE 1. The Senate and House of Representatives in Congress assembled, decree that in consideration of the services and sacrifices of General Lafayette, during the war of the Revolution, the Secretary of the Treasury is hereby authorized to pay to him the sum of two hundred thousand dollars, taken from funds which have not been otherwise appropriated.

ARTICLE 2. That there is allotted to General Lafayette for him and his heirs, a township, to be designated by the President out of lands belonging to the United States and not yet granted.

These resolutions were quoted in the report of the Paris Library, and the township so conveyed and selected by Colonel McKee was, as pointed out by Miss Stewart, Township No. 1, joining Tallahassee, Florida.

XIII

*The Pennsylvania Railroad*

FEW realize the importance of railroads in the development of the country and in the location and growth of cities. True, Boston, New York, Philadelphia, Baltimore, Pittsburgh, Cleveland, Chicago, and San Francisco were destined to be great centers independent of steam cars, but with inland towns the location and growth depend, primarily, on railroad facilities and transportation. Without the railroad the territory about Kane must needs continue for years an unbroken forest. So vital and so important was, and is, the railroad to Kane that it may be well to turn aside to follow in outline the efforts made to build a railroad from Sunbury to Erie.

Erie, the only city in Pennsylvania located on the Great Lakes, was the magnet that drew the road from Harrisburg to Sunbury, Williamsport, Lock Haven, and finally on through the great forested regions in Elk, McKean, and Warren Counties.

The lakes were considered in 1830 and later as a splendid highway over which could be reached the mighty Northwest, then only in its infancy. Erie has a fine natural harbor in Presque Isle Bay. In the early thirties, a great boom was on. Lots and land in the city were sold at inflated and constantly increasing prices. As a port of entry Erie meant much to the interior of the state. The Erie Canal had been constructed from Erie to Pittsburgh and was in successful operation between these two cities.

To divert this valuable lake trade to Philadelphia, the leading citizens of the city, led by the distinguished financier, Nicholas Biddle, subscribed heavily toward the construction of the Sunbury and Erie Railroad. The road was incorporated by act of assembly approved April 3, 1837.

In speaking of the project of building the road, Wilson, the historian, says:

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## THE PENNSYLVANIA RAILROAD

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It was a fine exhibition of sublime faith on the part of those who expected to carry a railroad through the intervening country. The greater portion of the way was through an absolute wilderness—a pathless waste. The only town of importance lying between the terminal points was Williamsport, and it was a sleepy and rather insignificant village; Lock Haven had only been laid out, and Warren was a borough of a few hundred people who made their living by manning the rafts which at flood time floated to market on the Allegheny River; Clinton, Cameron, and Elk Counties had not yet been organized.

Erie, however, continued to be a city of great possibilities. The Federal government had spent large sums on the harbor. The Erie canal was to be extended, connecting with the Ohio River.

Land values mounted rapidly and a brisk sale of real estate was carried on for several years. Erie lots were sold in many of the large cities of the country and the people of Philadelphia were at first enthusiastic for the prompt construction of the Sunbury and Erie Railroad. A charter was secured which required that work should begin not later than June 1, 1838, but this limit was extended from time to time and it was not until 1852 that actual construction was begun and it was not until twelve years later that the last link in the road between Kane and Wilcox was completed.

In 1861 the name of the road was changed to The Philadelphia and Erie Railroad Company, and acting under the provisions of Act of Assembly of April, 1861, the Pennsylvania Railroad leased the road for a period of 999 years from January 1, 1862.

The Pennsylvania Railroad promptly supplied the funds needed to complete the line. Contracts were let and the road rapidly pushed to completion.

The contractors began building west from Sunbury and east from Erie at the same time. January 1, 1864, approximately a hundred and fifty miles were completed on the eastern end and to a point near St. Marys, and track was laid on the western from Erie to Wilcox. The last stretch to be opened was between Wilcox and St. Marys and the date was October 17, 1864.

When the location of the road was under consideration two routes between Ridgway and Two Mile Creek were studied and the comparative merits of these is clearly set forth in the following report from the minutes of the Board of Directors held May 19, 1859, which was secured through the courtesy of Mr. Elisha Lee, Vice-President, Pennsylvania Railroad.

PHILADELPHIA, PA.,  
August 22, 1927.

PHILADELPHIA AND ERIE RAILROAD

The following is taken from Wilson's *History of The Pennsylvania Railroad Company*, Volume 1, page 248:

When the railroad fever of the 30's was in its zenith, Erie became a flaming centre. The lake of that name was looked upon as a thoroughfare for travel to the great Northwest, and the town as one of great promise, because of its fine natural harbor in Presque Isle Bay. The impetus given to speculation by the completion of the New York Canal to Buffalo had not yet expended its force, and lines of communication were projected and promoted from a quarter to a half century in advance of the necessity for them. The Pennsylvania system of internal improvements had connected Sunbury, at the confluence of the north and west branches of the Susquehanna, with Philadelphia by canal and railroad. Some Philadelphians, in their anxiety to regain the trade and commercial position which has been lost through the mediumship of the Erie Canal, concluded that the construction of a railroad connecting Sunbury with Erie would be the proper thing to accomplish that purpose. No less a personage than the sagacious financier, Nicholas Biddle, President of the United States Bank of Pennsylvania, was one of the chief advocates of the project, and his bank subsequently subscribed for 6000 shares of the capital stock of the Sunbury and Erie Railroad Company, which was incorporated by an Act of Assembly approved April 3, 1837. . . . Erie, however, was full of possibilities, and her seeming future as the metropolis of the lakes attracted capital to her borders. The United States Government had expended large sums of money in harbor improvements, and in 1836 the bills for the extension of the Erie Canal to connect Lake Erie with the Ohio River, and for the establishing at Erie a branch of the United States Bank of Pennsylvania, having been approved, an era of unexampled speculation in real estate opened in that town. Prices doubled immediately, and kept on advancing at a rate of from ten to twenty per cent, daily. For the week ending Saturday, February 27, 1836, the real estate transactions amounted to nearly half-a-million dollars, and on the 27th and 29th of that month they reached three hundred thousand dollars. A piece of ground sold in February at Erie for \$10,000 was re-sold in March at Buffalo for \$50,000. The fever spread,



and Philadelphia, New York, Buffalo and Rochester became centres of speculation in Erie lots. It was whilst the people were having these wild dreams, and everything in the country seemed rose-colored, that the Road was chartered as before-mentioned. The awakening came, however, and the bubble burst. A severe pecuniary crisis was reached that had brought distress to the people, and disaster and failure to many schemes and enterprises. "Natural advantages" and "town lots" not being revenue earners for a railroad, the construction of the Sunbury and Erie road was committed to the dim and uncertain future. As a matter of fact, more than a quarter of a century elapsed before it was constructed and operated its entire length.

The charter provided that construction was to begin not later than June 1, 1838; that 200 miles of the road was to be completed within seven years thereafter, and the whole within nine years. Nothing, however, was done until 1852 beyond making surveys and obtaining from the Commonwealth an extension of time.

The Act of March 20, 1838, extended the time of commencement of construction of the work to June 1, 1840, and for the completion to June 1, 1849. During the years 1838 and 1839 surveys were made of the whole line between Sunbury and Erie under the direction of Edward Miller, the Chief Engineer, who made, on March 1, 1840, a full and comprehensive report to the Board describing the routes of the various surveys which had been made, and recommending a line for location 286½ miles long, with an estimated cost of construction of \$8,878,565. The financial troubles caused the Company to hibernate about this time, and very little was heard about it until 1846, when, on the 12th of February, there was an Act of the Legislature approved which further extended the time of commencing the work to June 1, 1851, and the completion to June 1, 1860. The period of hibernation began at the close of the term of Mr. Nicholas Biddle's presidency, which extended from 1837 to 1840. Mr. Biddle was the first president of the road, and gave to its affairs all the strength of his influence.

The early presidents of whom we have any record, succeeding Mr. Biddle and preceding Mr. Merrick, were Daniel L. Miller, during 1851 and until October, 1852, and John Tucker, James Cooper and William Bigler successively from October, 1852, until February, 1856, when Mr. Merrick was selected.

The Pennsylvania Legislature, being liberal in granting favorable legislation to the enterprise, made it possible, by the Act of February 10, 1852, for the Company to proceed with construction. That Act authorized municipal and other corporations to subscribe to the stock of the Company, and designated the manner of so doing. It also authorized the Company to pay interest to shareholders on paid-up instalments, and relieved the stock of State tax assessment until such times as the net earnings of the Company would equal 6 per cent per annum on the capital invested. The encouragement given by this legislation to inves-

tors, and the latter's assurances of furnishing capital, caused the management of the Company to enter into a contract with the Messrs. Moorhead for the construction of the road between Sunbury and Williamsport.

During 1853 Robert Faries, a distinguished civil engineer, prosecuted surveys between Sunbury and Erie. The financial condition and prospects for advancing the enterprise were stimulated in April 1854, by the City of Philadelphia perfecting her subscription of \$2,000,000, to the capital stock. This action on the part of the city decided other large subscriptions, notably \$250,000 by the District of Richmond, Philadelphia County, \$200,000 by Erie County, and \$150,000 by Warren County. These subscriptions added to \$300,000, previously subscribed by Erie City, inspired confidence, and were influential in securing considerable money from individual subscribers.

On the 18th of December, 1854, the contractors had so far completed their work that trains began running from the junction with the Catawissa Railroad, at Milton, to Williamsport, a distance of twenty-eight miles.

In 1855 the portion of the road from Sunbury to Milton was completed, opening the whole line of forty miles from Sunbury to Williamsport.

Early in 1856, the financial outlook for the Sunbury and Erie Railroad being very discouraging and the project threatened with disastrous failure, its friends turned to Samuel Vaughan Merrick as the one man who could retrieve its affairs. Mr. Merrick had been the first President of the Pennsylvania Railroad Company, and was one of the most prominent and public-spirited citizens of Philadelphia. In the crisis, those interested in the success of the road called upon him to accept the Presidency of the Company.

Mr. Merrick had no sooner assumed the task of reorganizing the Company and improving its financial condition when the ominous sounds which preceded the crash of the financial hurricane of 1857 reached him. Strong and powerful though he was, a man with resources almost unlimited, having a credit second to none, and possessed of financial acumen of the highest order, he had to bend to the storm, and was only enabled to carry the Company safely through the crisis by making advances to it from his large private fortune. After tiding the Company over those perilous times, Mr. Merrick resigned in December, 1857, and was succeeded by William G. Moorhead who continued as President until 1864, promoting and carrying out the plans which brought about the full fruition of the early hopes of those who believed that a through line of railroad from Philadelphia to Erie was necessary to more rapid development of the State.

In 1856, during the Presidency of Mr. Merrick, contracts for grading and bridging the line eighty-two miles eastward from Erie, and that part lying westward between Williamsport and Ridgway were given out.

On Friday, July 1, 1859, the road was opened from its eastern end to Lock Haven, a distance of sixty-five miles.

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## THE PENNSYLVANIA RAILROAD

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At the close of the year 1859 one hundred and fifty-eight miles of road were completed and in use. On the balance of the line, one hundred and forty miles, the bridging and grading were well advanced. The political troubles in the United States in 1860 made it so difficult for the Company to dispose of its bonds that construction was practically suspended in that year.

On the 7th of March, 1861, the Governor of Pennsylvania approved an Act of Assembly changing the name of the Company to "The Philadelphia and Erie Railroad Company," and making further liberal provisions for strengthening its financial condition and standing. On April 23, 1861, he approved an Act which authorized railroad companies to lease and operate other roads. Under the provisions of the latter Act the Philadelphia and Erie Railroad Company, on January 6, 1862, leased its property to the Pennsylvania Railroad Company for a term of 999 years, to be computed from January 1, 1862, the latter agreeing to pay the former a rental of thirty percent. of the gross earnings.

The Pennsylvania Railroad Company assumed control of the operations of the road on February 1, 1862, and put it in charge of Joseph D. Potts, as General Manager. About the same time the Philadelphia and Erie entered into a contract for the completion of the unfinished portions of the road with Edward Miller & Co., a firm whose name was a synonym for ability, energy, integrity and boundless resources.

The Pennsylvania Railroad Company promptly supplied the Philadelphia and Erie with all the capital needed for the construction of the road, and confidently expected that it would be opened by January 1, 1864. In this expectation they were doomed to disappointment; the United States Government had drained into its service the greater portion of the labor of the land, and the labor employers, the Philadelphia and Erie contractors among the number, were compelled to suffer for the want of it, both in quantity and quality, and forced to prolong the time in which to complete their work. On the 1st of January, 1864, one hundred and sixty miles of road on the Eastern Division, from Sunbury to a point near St. Mary's, had the track laid upon it, as also had one hundred and four miles on the Western Division from Erie to Wilcox. On May 2, 1864, the road was opened for business from Emporium to St. Mary's; on May 23rd from Sheffield to Kane; on July 6th from Kane to Wilcox, and on October 17th from Wilcox to St. Mary's. On this latter date all gaps in the work were closed up and trains began running over the whole length of the line. The opening was made under unpropitious circumstances. The road had been turned over to the Pennsylvania Railroad Company in a very poor condition—sections, shops, engine houses, sidings, water stations, depots, dwelling houses and other facilities for operating were in an incomplete state. Added to this, the great disadvantage of operating it in view of labor conditions made the outlook of the property as an investment not a pleasing one. On the Middle Division, which was practically a wilderness, the strain was most



severe. The opening occurred at the beginning of a very hard winter, there was no resident population to draw working force from, and for the undisciplined forces, picked up wherever found, there were no accommodations. To aggravate the conditions, one of those disastrous freshets for which the Susquehanna is noted occurred on the 16th of March, 1865, carrying away bridges, undermining or destroying piers, sweeping out culverts, breaking banks and badly washing the slopes of excavations and embankments. The damages from that flood caused the suspension of business on the road until April 20th.

The following report is from minutes of meeting of Board, held May 19, 1859:

Up until May 18, 1859, the entire line of the Philadelphia and Erie Railroad was approved except that portion between Ridgway and Sheffield. The following report by Vice-President Gay on the location between these points were read to the Board of Directors May 18th, and adopted May 19, 1859, subject to certain conditions:

The undersigned having, agreeably to the instructions of the President of your board, made an examination of the two surveyed lines westward from Ridgway to the mouth of "Two Mile Run" with as much care as the nature of the country and the time allowed would permit, respectfully presents the following result:

These lines known as the Northern and Southern diverge from each other at the town of Ridgway and the confluence of Elk Creek with the Clarion River. The Southern line crosses the Clarion (which is here a stream of about 250 feet in width), and is carried down the valley of that stream with a descending grade of some 8 or 10 feet per mile, and over ground tolerably favorable for railroad purposes, in a southwesterly direction for a distance of about three miles; it then curves into the valley of Mill Creek, and pursues a northerly course up that stream, with moderate grades, and over very favorable ground for a further distance of about five miles.

From this point the maximum grade of 52.80 ft. per mile commences, and extends a distance of ten miles to the summit. This portion of the line is much broken and indented with ravines and hill points, requiring deep cuts and heavy fills, some of the cuts reaching as high as 50 feet and the fills 65 feet, as per engineers' report.

From the "summit" (on which is a cut of 20 feet in depth), the line undulates for about two miles, to pass over another small summit, and thence descends with a maximum grade of 52.80 feet per mile for ten miles into the valley of the south branch of the Tionesta; this division is also much broken and requires several heavy cuts and deep fills, thus making about 20 miles of road of a heavy and expensive character.

The remainder of the line along the valley of the Tionesta (about 8 miles) to "Two Mile Run" is of a medium character, and not unfavor-



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## THE PENNSYLVANIA RAILROAD

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able to construction at a reasonable cost; nearly the whole route is covered with timber. The valleys of Mill Creek and the south branch of the Tionesta are narrow, the streams varying from 50 to 80 feet in width, with no tributaries of any importance.

The soil along the line is as good as in any other part of that section of country. Coal is found near the summit, and also on Bogus Run, 10 miles west of the summit. The total length of this line is 35 miles. The western connections with this route the Board are familiar with; I may add the route is convenient of access.

### *Northern Route.*

The northern line commencing at Ridgway pursues a northerly and westerly course along the valley of the Clarion, with moderate grades, and over quite favorable ground to a point about 15 miles from Ridgway and one mile from "Buena Vista." At this point the maximum grade commences, and extends along the western slope to the valley of Buena Vista, where it leaves the Clarion, and ascends the valley of Owl Creek to the summit over favorable ground, with the exception of two large ravines at Hoffman and Wilson Runs, which constitute the only really formidable obstacles; and in fact the only obstacles at all, to the construction of a remarkably cheap road from Ridgway to the mouth of Two Mile Run, the valley of which is also equally favorable with the Clarion.

The principal portion of the Northern route, like the Southern, is covered with timber; its length is  $38\frac{1}{2}$  miles, being about  $3\frac{1}{2}$  miles longer than the Southern.

The valley of the Clarion is much larger than that of Mill Creek; its tributaries are larger. Coal is found at several points along the line. The soil is as good as on the Southern route, and the general features of the country are such as to favor the construction of roads leading out from the valley, and forcibly suggests the certainty that the construction of the railroad will ensure the speedy settlement of the valley and adjacent country, and therefore a rapid development of its resources.

Still, with all these very apparent advantages, which will doubtless conduce greatly to the future prosperity of the road, an immediate and decided recommendation of this route (on my return) has been delayed for the following reasons:

The surveys of this line by Captain Garrett, and his report fully represents the two great obstacles before mentioned (viz., the crossing of the valleys of Hoffman's and Wilson's Runs) and proposes to cross them with bridges of 110 feet elevation, and with lengths respectively of 600 and 800 feet, having in addition an aggregate of 128,000 cubic yards of embankment at the ends. A personal inspection of the sites of these bridges led to the supposition that the amount of work contemplated might, on actual location, be considerably increased: it was therefore deemed prudent to cause such location to be made. This was accordingly commenced two weeks ago, and the result has been confidently expected for

some days past; it has not yet been received, doubtless in consequence of the difficulties attending a careful location through a thickly timbered country.

I may here add that (should the crossings at these important points be found not essentially to exceed the estimate made of them by Captain Garrett) it is confidently believed that the total cost of the two routes will not vary materially from each other.

I do not doubt that in the aggregate, however, Captain Garrett's estimate will be sufficient (or very nearly so) to cover the cost of the entire route. Acting under the impression (in the absence of a location) and in view of the very apparent advantages which this route possesses over the Southern, believing also that a longer delay would be prejudicial to the interests of the Company, I feel constrained from a sense of duty to recommend to your Board the adoption of the Northern route.

(Signed) EDW. F. GAY

The following is taken from report of the Road Committee to the Board of Directors, and adopted by Board at meeting May 19, 1859:

*Whereas* the routes proposed for the Sunbury and Erie Railroad from Ridgway to the Tionesta are so nearly balanced in their engineering qualities as to render the choice between them uncertain; *and whereas* the Mill Creek, though shorter than the Clarion by some  $3\frac{1}{2}$  miles, the latter is believed to present better commercial advantages in local trade; *and whereas*, while the Northern or Clarion route will materially advance the value of the land owned by the McKean-Elk Land Improvement Company, it seems but just that the turning point of the location should rest upon the liberality of the subscription made by that company in aid of the construction of our railroad.

XIV

*The Allegheny National Forest*

One impulse from a vernal wood  
May teach you more of man,  
Of moral evil and of good,  
Than all the sages can.

—WORDSWORTH.

THE timber resources of any nation determine to a surprising extent the degree of prosperity and advancement in civilization attained by that nation. It would be too much to say that the United States enjoys its position of wealth, power, and influence among the nations wholly because of its inexhaustible forests. To be sure, there were other factors in the growth of the American nation. But few will question that, up to the present, the timber resources of the land have furnished one of the chief sources of wealth and, as much as any other factor, have made possible the rapid progress of the country.

In forest cultivation and commercial production of wood and lumber the nations of Europe have been pioneers. Germany in the Black Forest has demonstrated to the world the entire feasibility of producing annually sufficient amounts of lumber and other wood products to make the investment in timber lands a profitable one. When a forest reaches maturity it is found that 500 board feet of lumber may be expected from each acre, and each acre will continue to produce indefinitely at this rate. The present stumpage rate in this country is not less than \$10.00 per thousand feet. This reveals a return from each acre of \$5.00. How many thousands of acres are lying in this and adjacent counties where such a return would be considered a satisfactory one on the investment involved.

Reforestation and tree culture generally constitute a world-wide problem. The older nations of Europe have for over a hundred years given these subjects constant attention.



SUNRISE *at* CORNPLANTER



HILL AND RIVER, CORNPLANTER



Laws in many of these countries prohibit the cutting of timber lands without an equivalent planting. Austria for many years has required two trees to be planted for each tree that is cut. Norway, Sweden, France, Switzerland, Germany, and Austria all have forests in a high state of cultivation and production. Most of these are government owned and controlled. Yet even in Europe the situation is not entirely reassuring; though 33 per cent of the land area is under forest, the consumption of soft woods exceeds production by nearly 3,000 million cubic feet annually. It is true that there are great timber resources in Russia and Siberia, but until new means of transportation are provided these cannot become available for world use. The eastern half of Canada has to a very large extent been cut over and depleted of sawmill lumber and the wood pulp industry is rapidly using up the remaining tracts. Here only a little over one-fourth of the original forest is left and at the present rate of consumption the virgin forests will soon be depleted and the country must depend on second-growth timber.

In the United States the original forest area was in excess of 800,000,000 acres. This vast domain has been reduced to about half of its original size and there is approximately but 140,000,000 acres of virgin timber in the whole country. Virgin timber in the United States is being cut off at the rate of 5,000,000 acres annually, so that at the present rate of consumption we have less than a thirty years' supply.

In fine recognition of the importance of reforestation, Congress passed the Weeks Law March 1, 1911. By the terms of this act the Secretary of Agriculture was authorized to coöperate with the several states in protecting timber areas, watersheds, etc., from fire. The act establishes The National Forest Reservation Commission, which appropriates annually sums of money to be spent in the purchase of forest lands, with the stipulation that the amount so spent by the Federal Government in no instance exceeds the amount spent by the state in which the forest is located.

Acting in accordance with the terms of the Weeks Law, the State of Pennsylvania in 1921 invited the national gov-



THE UPPER ALLEGHENY *at* BIG BEND



THE UPPER ALLEGHENY *near* CORNPLANTER

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## THE ALLEGHENY NATIONAL FOREST

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ernment to coöperate with the state in the work of reforestation and to establish a forest within the area of Pennsylvania. A location in McKean, Forest, Warren, and Elk counties was finally selected as affording in this locality an excellent opportunity for securing large areas of land at low prices and in other ways best meeting the conditions and intent of the law under which the forest was established.

The Allegheny is one of eleven great national forests established by the Federal Government in the eastern states during the past fifteen years. The forest is so situated as to include the headwaters of the Allegheny River and its chief tributaries, the Clarion River, the Tionesta, and the Kinzua Creek. Roughly, the forest may be bounded as follows: Beginning at Warren, it extends south along the Allegheny River to Tionesta, thence east to Marienville, thence south to the Clarion River at Clarington, thence up the river to Ridgway, thence north through Bradford to the New York State line, thence west along the state line and the south boundary of the New York Allegany State Park to the Allegheny River, and thence down the river to Warren, the place of beginning.

Since October 21, 1921, when the United States Forest Service first authorized proceedings for land purchases in the Allegheny National Forest, there have been examined about 350,000 acres, of which 280,000 have been approved for purchase. The average price paid has been \$4.05 per acre, or a total expenditure of around a million dollars. Within the next eight or ten years it is planned to have land purchased in this forest totaling 500,000 to 600,000 acres.

At present there is located within the forest two state game preserves and the municipal watershed of the town of Kane. There is also, it is estimated, nearly 50,000 acres of valuable agricultural land. It is not the intention of the government to own any of these properties.

Sometimes we hear objections to the presence of state and national forests on the part of those who are interested in the maintenance of the public schools. It is true the government pays no state or local taxes on government forest lands,

but instead 35 per cent of the gross receipts of a forest are paid to local road, bridge, and school funds, and as soon as the forest reaches the point of productivity, *i. e.*, when as much forest products are sold each year as grown, the 35 per cent paid to schools and other local needs will more than make up for the loss of taxes.

It is interesting to note what may be expected from a forest that has reached the full productive stage. If the Allegheny Forest should grow as now planned to be at least 500,000 acres in extent, the forest would produce 250,000 cords of wood and 125,000,000 feet of logs. What permanence this would give to the wood-working industries in this section. The above yield is an annual one, for the rule followed in all forests of this kind is to cut only so much each year as will be grown in the forest.

Briefly, the benefits accruing from the Allegheny National Forest to the town and community of Kane may be stated as follows:

To furnish a permanent timber supply to all wood-using industries in the district. Many industries in this district that could otherwise look forward to a limited period of operation can by reason of the future production of the Allegheny National Forest plan on continuous and permanent activity. The following enterprises now located here will be benefited: furniture factories, sawmills, tanneries, chemical plants, handle factories, and planing mills.

The erosion of hillsides and soil will be greatly decreased. The presence of the forested area tends toward uniform volume of stream flow. As reforestation develops the Allegheny will tend toward freedom from floods on the one hand and low water on the other.

The presence of the forest will protect the watersheds of the towns within the area. About one-half of Warren's supply and all of the water supply of Sheffield, Ludlow, Kane, Ridgway, Marienville, Tionesta, Kinzua, and Bradford come from within the forest area.

The forest will greatly add to the recreational facilities of the district. Within 125 miles of the Allegheny National



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## THE ALLEGHENY NATIONAL FOREST

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Forest from 5,000,000 to 8,000,000 people reside. This would include Pittsburgh, Erie, Cleveland, Buffalo, and Harrisburg.

In recent years there is perhaps no development in the vicinity of Kane that promises so much and gives such assurance for the future permanence and prosperity of the town as the establishment and growth of the Allegheny National Forest. As its future depends very largely upon the success achieved in preventing forest fires, all interested and all who love the woods are coöperating with those in charge to bring this about.

Warren is the headquarters for the Allegheny Forest and is in charge of forest supervisor L. L. Bishop. The remarkable growth of the forest and the success thus far attained in preventing destructive fires within the area are largely due to the ability and industry of Mr. Bishop. Throughout the entire district practically all industrial and civic organizations are prompt to respond to any call for assistance in fire fighting from the forest supervisor.

XV

*Reminiscences of Early Days*

*O, call back yesterday, bid time return.*

—RICHARD II.

THE information contained in this chapter was gathered through interviews and from letters. Like the bond houses in their circulars, "The information is considered reliable and from sources we regard as entirely trustworthy, but we cannot guarantee."

A word here is fitting relative to the first merchants in Kane.

J. D. Leonard, the first postmaster, had a small store in connection with the post office; this was located on the rear of lot where the Johnson market now stands on Fraley Street.

O. D. Coleman had a general store in a frame building still standing at the corner of Fraley and Haines Streets. There was also a store in a frame building on the site of the present Gillis block, but this burned down about 1866.

Robert Lafferty also started a combined grocery and dry-goods store in the old Lafferty building, where is now located the First National Bank.

Joshua Davis had a general store in rooms now occupied by the Oil Well Supply Company and Dolan's.

R. E. Looker first started a little peanut stand directly across the alley from the Odd Fellows Building. Later he built the old Bucktail Hotel. He also kept a number of teams and did considerable teaming, hauling lumber and logs.

F. W. Meese was the first yardmaster of the Pennsylvania Railroad. He was succeeded by Roland Richards about 1870. James McDade succeeded Mr. Richards about 1877.

While Kane was still a part of Wetmore Township a crude lockup or jail was provided, but the growth of lumbering so increased the number of woodsmen that frequently Saturday nights would find the jail inadequate. This was the condi-

tion in 1880, when the public-spirited citizens collected funds from popular subscription and built a new and larger jail.

Chase Street was not built up at that time and the new jail was built where the home of Jacob West was later located. This jail was made of 2 x 4 hemlock laid flat and well spiked.

Residents of Kane are more or less familiar with the streams in the vicinity. The water mill is particularly well known to fishermen who for years have been in the habit of spending the first day of the season on this stream. The name had its origin in the fact that in 1864 or 1865 the McKean and Elk Land and Improvement Company, to enable them to develop their holdings in this vicinity, built a saw-mill on the water mill that was operated by water power. The mill was located about one and a half miles from the present J. E. Mullin farm. Their plan was to cut cherry lumber, which was among the most valuable then produced in western Pennsylvania. The methods were very crude and the road over which the lumber had to be hauled was poorly constructed on a very steep grade up the hillside, and on account of the difficulties in getting the lumber out the company operated the mill only for a short time.

Another sawmill operated by water power was located near Williamsville, just over the Elk County line. The attempt was made to float some of their lumber down Instanter Creek, but owing to frequent bends and rocks in the stream the rafts were broken to pieces and rafting from this point was given up. For a time they hauled by wagon lumber from Williamsville to Rochester, N. Y., and on return trip brought back a load of groceries and supplies. A tannery, the first in this section, was also located at Williamsville; this was a small affair, 16 x 20 feet.

The Kinzua road was opened in 1870 and the man in charge of the work was Duane Patterson. His home was on Marvin Creek, but, of course, during the progress of the road he lived at different camps with the workmen.

In the early days the pigeons usually nested every second year in the vicinity of Brookston, and old settlers say that words almost fail to describe the vast numbers. Usually the

first arrivals came in February and it was always something of a mystery how the birds lived, particularly when heavy snows covered the ground. The weather did not seem to have any influence as to date the pigeons arrived; they came just as early when the snow was deep as when the ground was bare. During the early years everyone who had a gun was out shooting pigeons, but about 1878 the first trappers arrived. These men made a business of following the pigeons from year to year; they came from the western states, Michigan, Wisconsin, Minnesota, Illinois, Ohio, and Kansas.

Mr. G. H. Mell, writing further of pigeon trapping, says:

Their method of trapping in the west was to set their nets in the open fields, have a hemlock bough-house to conceal themselves in and on the approach of the flock they would release two pigeons which they called "flyers," which were attached to cords about fifty or seventy five feet long, and then dodge into the bough-house and operate the stool pigeons who were on a pivot that was so arranged that they could raise and lower it at will. The flyers, when they reached the end of their string, would flutter to the ground and the stool pigeon, on being lowered, would generally flutter his wings the same as any bird on coming to the ground. This method would attract the wild pigeons in the West, but, as I remember, it was a complete failure near Kane, and this could only be accounted for by the fact that the pigeons here were not looking for grain. What they wanted was beech nuts, and, of course, beech nuts were not found in the open fields.

The trappers tried the western method here for several weeks without any success at all and then switched over to what they called "mud beds." This was merely to find a mucky spot in the woods, rake the leaves off a space the size of a net, which was about 8 x 18 or 20 feet, then scatter salt over this mucky earth and beat in with a bush, set the net so it would spring over this bare spot, conceal themselves in the bough-house and the pigeons would fly in and keep getting closer and closer until finally the first pigeon would alight on the bed. That was usually a signal for a rush; then practically the entire bed would be covered with pigeons. They would flush just about as quick as they landed, and the trappers, in order to make a haul, did not dare lose time or they were off.

Of course, there were many local trappers, of which I was one. The catch would vary from five to twenty or twenty-five dozen per day. They sold at prices ranging from fifty cents to two dollars or three dollars per dozen, depending on the size of the catch and the market demand. The shipments were all made to either New York or Philadelphia. During



the pigeon mating season the express company had to run extra cars in order to take care of the traffic.

In 1882 the Pennsylvania Legislature passed a law prohibiting trapping, but it was loosely enforced.

As I remember it, the trappers who followed the pigeons from year to year claimed that if no shooting was done in nesting time until after the birds had been at work, say for about a week or ten days, building nests, mating and laying their eggs, that they could not be shot out. At the time I mention the country had developed considerably from a railroad standpoint. The B., R. & P. had been built through to Pittsburgh, Buffalo, and Rochester, which resulted in many gunners coming at the first news of the pigeons nesting, and the final result was that they deserted the Brookston nesting grounds and broke up into smaller nestings over in Potter and Tioga Counties. They were shot out of these nestings also and the strange feature is that the wild pigeons disappeared about that time and undoubtedly are now extinct.

I have seen flocks at least one-quarter mile wide and about one-half mile long passing over Kane, and that did not mean a half hour between flocks. They were almost continuous. Their methods of flight in the nesting season were as follows:

The male birds would fly out very early in the morning, in fact before it was really daylight, for feeding. They would be coming back to the nests about 9 or 10 o'clock A. M., and at the same time the female birds would be taking their outing. They would stay out rather longer than the males until about four or five o'clock in the afternoon, at which time they would be going back to the nests, and at the same time the male birds would be making their second flight out. They would then stay out until it was pretty dark before returning to the nesting grounds.

In all flights there would be a sprinkling of other sexes, which was accounted for by those who were supposed to know on the assumption that these free lances or renegades were the unmated pigeons.

Mr. Mell also writes interestingly of the General Wilkinson camp as follows:

My opinion is that it was located about the distance of two blocks from where the Highland road intersects with the Wilcox road and directly east from the intersection. My opinion is formed from the following: During my boyhood days I took considerable pleasure in roving the woods and at the point which I mentioned the growth of timber over about three acres was radically different from anything I knew of around Kane. When I first noticed this difference I was not aware of the fact that Wilkinson's army had camped in the vicinity of Kane, and on mentioning the timber question to my father, his suggestion to me, at once, was that was really the location of the army camp.

I can best describe the timber situation by stating that it was very much stunted in growth. Practically none of the original growth timber was standing, and as there has been no timber cutting from a merchandise standpoint at all in that section, at that time I could only explain it from the viewpoint that many, many years before some camp had been located at that point.

Here is something I forgot to mention in my former letter, which confirms, I think, that the camp was located up behind the water tower. When my son, Hugo, was about eight or ten years old, he was a wood rover, and one day he came home having found a prize. It really was a prize and I did not realize it then and cannot say now whatever became of it. It was an old firearm that he had found over in the woods beyond where the water tower now stands. It was of an antiquated make. The woodwork was entirely gone and, looking back, I am well satisfied it was lost or discarded by someone in the Wilkinson army, as its general appearance was different from anything I had ever seen. How we can look back and regret allowing things to disappear that become valuable as years pass by.

The first settler between Sergeant and Kane was William Hayes, who started a farm on the south side of the railroad about a mile below the present site of the James Brothers Chemical Plant. There was also a Mr. Hatton living just west of where the Sergeant glass factory now stands. Later the Thurstensen family lived for a time in the Hatton house.

Kane was without a physician for the first ten years after settlement. It was not until the autumn of 1873 that Dr. D. V. Crossmire located here and was the first physician in the town. Up to that time, Dr. Straight of Wilcox was the nearest doctor and made frequent trips to the town on the Big Level. There was no wagon road between Wilcox and Kane until about 1870 and only indifferent train service. The second doctor was Doctor Dudley Day, of Ridgway, who came to Kane in the Fall of 1876. A year or two later Dr. Abner Griffith located in Kane. Dr. G. H. Preston came a year later and two years afterward Dr. W. J. Armstrong began his long service as a practitioner in Kane.

Among the first Swedish settlers was Gus Munson, who cleared up the farm on the Smethport road opposite the ice plant.

Mr. and Mrs. C. L. Okerlind were also early settlers and lived for some time on the Smethport road.

The parents of John Sellin located on the Jo Jo road about the year 1866.

The Carlson family settled also on the Jo Jo road and the Erickson family cleared the farm where now is located the Forest Lawn Cemetery.

Eugene Moynihan was the first settler on the Highland road near Kane.

Alonzo Fields also lived on the Highland road some distance beyond the Moynihan farm.

William James, father of H. J. and E. B., had a farm on the Highland road but later became interested in a larger way in lumbering.

In the Highland road neighborhood there was also a Mr. Campbell who operated a sawmill.

Levi Ellithorpe should also be mentioned among the early settlers of this section.

There was in the seventies a character living near Sheffield Junction known to everyone as Hunter Smith. He was not a farmer but spent most of his time in the woods. He was a resident of the locality until 1882.

There were also two farms about one mile beyond Sheffield Junction; one was in the possession of a Mr. Haines, and the other was occupied by two old men; the name of one of these was Blood but there seems to be no record of the other or whether the two men were related.

In reference to early times in Kane, Mr. George H. Mell writes:

The property now known as the Gallup Store was occupied by a man whose main business was teaming. Incidentally he sold liquor on the side, and I guess without any license whatever. The original timber was standing at that time, and he decided he could get some profitable trade from the railroad station in case he had the chance to point the way, but the standing timber prevented; consequently, he cut down the timber, night after night, along the route of the present street that runs from Gallup's store directly toward the railroad. The first railroad station was located about four or five hundred feet west of its present location and there was also a railroad boarding-house and dining-room

with lunch counter combined. The through trains stopped at that point for meals.

General Kane either owned or controlled the land and, as soon as he discovered the situation, brought suit for damages and, if I remember rightly, recovered a substantial sum, but of course that did not replace the damage; and the teamster had his way as far as being able to have his sign up to attract the thirsty.

Now another feature. When the Philadelphia and Erie Railroad was first built the company, of course, had to furnish living quarters for their employees, and on account of lumber being scarce and timber being plenty, many of the buildings were built of logs. They had, I should judge, at least twelve or fifteen log buildings over back of the round house which were occupied for quite a good many years. There were also a few frame buildings through the same section built by the railroad company. The only frame building now standing, however, that was built at that time is the one along the old Whitmore road that is still used as a residence by the shop foreman. Peter Jarvis, I think, was the first occupant of that building, and he ran a boarding-house there in 1865.

Now as to the settlers on the outside. The first person to start on what is now the Mount Jewett road was Michael Glatt. His farm was directly opposite the Greendale school-house. He lived there until about 1870, when he sold out to Sam Christenson.

Frenk Glatt, brother of Michael Glatt, came about the same time that Mike did and settled on what we all knew as the "Glatt Farm" and lived there until he passed away in the winter of 1884 or 1885.

Jack Stophel settled on the Stophel location about 1866.

Giuseppi Pettrigrini (Joe Green) located on the Green farm about 1866, and Watson Frost located on what is known as the McDade farm about the same time.

Very soon thereafter, however, General Kane brought in a colony of the Swedish settlers and the Mount Jewett road was cleared up in pretty good shape for about six miles out.

You will no doubt realize that my reference to these different farms did not literally mean farms, for at that period scarcely a tree had been cut and the new settlers had to hew their way. About the only method by which they could obtain money for necessary articles either in food or clothing was by cutting wood and selling it to the railroad company, who at that time used considerable wood in firing up their locomotives. The price they received for a number of years was about \$3.00 per cord of 128 feet, the wood being cut to two-foot lengths. This price covered delivery at the wood yard, which was then located not far from where the Swanson Wholesale Grocers' warehouse is now.

They also had a means of revenue through hauling logs during the winter months to two sawmills that were located in East Kane which were operated by Thomas Griffith and the James Brothers, the James Brothers at that time consisting of Thadeous and Clark.



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## REMINISCENCES of EARLY DAYS

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The wages paid for teams at that time usually ran about \$2.50 per day and board for team and driver. The hours of labor were never less than twelve and very often thirteen and fourteen, the number of hours depending on the time required to make a certain number of trips which had to be made in order to get the daily wage.

Some of the settlers also made what they felt was good money in selling their timber delivered to the mills. The price for this timber, as I recall it, was \$2.50 per thousand feet for hemlock logs, and for cherry logs the price ran \$10, \$12, and \$14 per thousand, the variation in price being based on the diameter and quality of the different logs.

Now as to water supply. Prior to the time when the water company put in their plant, Fraley Street and Chase Street between Haines and Greeves Streets was about the only portion of the town that was built up at that period, and had to depend largely on wells or some of the springs that existed at that time. As I recall it, there were not over a half-dozen wells on Fraley Street. One was at Joshua Davis's Home, where the Oilwell Supply Company is now located; one was at the site of the old Centennial House; one where Vollmer's Furniture Store is now; one on the Temple Theatre site; one on the Ryden place where the Zass Store is now; one was at the site of the St. Elmo Hotel, and possibly there may have been one or two on the west side of the street, but of that I am not sure.

During a considerable portion of the year practically everyone had free access to any other man's well, but when the weather became dry in July, August, and September, the only thing to do was for the owners of the wells to put locks on the handles, and the families who were out of luck had to depend on carrying water either from the spring that was on the present site of the Armory or from a group of springs down near the present Mrs. Clara Ricketts' residence.

The next viewpoint is the man who had a neck-yoke was a strictly lucky individual. I presume you will realize what I mean by neck-yoke. It is a frame made of wood resting on the shoulders with a cord attached to each end, with a hook at the end of each cord on which one could hang the pails for water and carry them easier than at arm's length without any shoulder support. Incidentally I might say there were a few cisterns located along the street. C. V. Gillis had an especially large one and the stock of water from his cistern was free to the entire neighborhood whenever they chose to come and get it.

Now as to churches. The first church services, of course, were held by the Methodists. The first minister was a Reverend Goodrich. Services were held in the log building where the school was conducted, on the present site of the B. & O. station. My father, John A. Mell, was superintendent of Sunday School and, as the building was entirely open, all supplies had to be carried back and forth each Sunday to avoid being destroyed by mischievous boys, which would surely have happened in case the stock was left in the building during the week.

Incidentally I might state Reverend Goodrich usually came to Kane on Saturday night, holding his services on Sunday morning, and as his home was at Sheffield, where he was due for an evening service, his only method of getting there was to walk seventeen miles each Sunday afternoon. I do not think, however, fortunately for him, that he was obliged to hold services in Kane every Sunday.

We had later a Mr. Wilder, who was a very original sort of man. He was our minister when President Grant was elected in 1868. President-elect Grant came to Kane as the guest of General Kane, and, of course, the entire town turned out to a reception held at the Kane Mansion, then located on the summit. The following day General Grant attended church services, accompanied by Mrs. Kane, which were held in the frame building, corner Edgar and Biddle Streets.

Possibly you may not be familiar with the fact that the old Kittanning road which was used by Wilkinson's army is very plainly defined over near the Tallyho Pump Station. I never saw it but once and that was about forty-five years ago. The timber had not been cut at that time, but the road at that point ran along the side of the mountain above the pump station, and on account of the hillside being very steep, it was necessary to make a side cut and it was just as plain as though it had been built within recent years, except, of course, it was more or less moss-grown.

XVI

*Stories and Incidents*

*I cannot tell how the truth may be;  
I say the tale as 'twas said to me.*

—SCOTT.

A GOOD JOB

ABOUT 1885 there came to Kane one John McDonald, who lived here a great many years. He was of Irish lineage and, in common with many of his countrymen, was endowed with an unusual and ready wit. He possessed a white pony and for years he was a familiar figure riding about the streets mounted on this patient steed.

When the National Transit Company first located the large storage tanks near East Kane, it was decided to have ditches dug in the earth around each tank as an additional means of safety in case of fire. McDonald was employed to dig the ditches. While at work, he was observed by the superintendent to be smoking a pipe. The superintendent called out, reminding him that smoking anywhere near the tanks was strictly forbidden. A short while afterward the superintendent again passed by and was astonished to see John puffing away at his pipe.

Going up to the ditch, he said sharply, "Do you know who I am?" "No," said McDonald, "I do not remember ever having met you before." "Well, I am the superintendent," replied the man in charge. "Faith, that's a good job you have; big enough to keep you busy minding your own business."

A BEAR STORY

In the early days of the history of Kane, the first settlers were quite accustomed to frontier conditions and became more or less familiar with the large game then abounding in this region. In the 70's, deer were quite plentiful, but for

some reason bruin was seemingly no more numerous than at the present time. The presence of bear in the vicinity of Kane seems to many residents to be a reporter's story. But a prominent manufacturer and business man had an experience in late August, 1926, that, to him at least, is proof conclusive that the black bear has by no means deserted his ancient playgrounds.

This gentleman is very fond of mushrooms and in the early autumn has the habit of rising early and taking long walks into the country in search of his favorite food. On the morning in question, he had gone forth about daybreak, his course starting in the direction of East Kane, thence across country through pasture lots in the direction of the McDade farm. He stopped near the Smethport road in a pasture close to the Fleming farm. The crop of mushrooms was prolific in the field, and after picking them for a few minutes, he noticed through the morning mist that there was another apparently also picking, a hundred yards away. He decided to bear off in the direction of the stranger to inquire "What luck?" Great was our friend's surprise, therefore, on approaching to see a great black bear scamper off across the fence and run in the direction of the woods.

An examination of the spot where the bear was first seen showed that he was engaged in catching grasshoppers and was apparently in no way interested in mushrooms.

#### HENRY MENTEERS

Because of General Kane's prominence in the Civil War and his courageous service as champion of the rights of the black man, there were attracted to the town in early days many interesting negroes from the South. Among these was the subject of this sketch, Henry Menters; he was born a slave in Virginia in 1825. He was married and had one child when the war broke out. Shortly after the first battle of Bull Run, he made his escape from the plantation of his master and reached the Union lines in safety.

Liberty and safety for himself were not enough for Henry Menters, when his wife and young daughter were still in



bondage. A day or two after reaching the Federal lines, he went back to the plantation to get his wife and child. While attempting to escape with his family, they were discovered. An exciting man hunt followed. Menteers and his wife escaped, but the daughter was captured and taken back. The father and mother reached Washington in safety, where they secured employment and remained until the close of the war.

Once more returning to the old plantation, Menteers found his daughter and brought her to Washington.

In the year 1867, the family came to Kane, where they made their permanent home. Soon after reaching town, he secured employment on the estate of General Kane, after which he went to work in the sawmill of J. W. Griffith; he also worked on the Thomson house during its erection, and after its completion remained several years as caretaker. He was frugal and industrious and amassed considerable property. He died in 1898.

#### DOBBIN AND THE HUNTERS

Kane is noted for the excellent trout fishing in the streams of the neighborhood, but the fame of the town as a big-game center far exceeds its reputation in other directions. Many of the tales of bear and deer stalking the streets of the town are but examples of what the reporters of the big city dailies consider good copy and are the result of a well-developed imagination. But the region of the Big Level has always attracted locally and from a distance hunter and fisherman.

A good story is told of two prominent attorneys, residents of Kane and firm friends since college days. During hunting and fishing season, they were in the habit of going together to the woods in search of game or on fishing trips. Once, in pre-auto days, the two friends planned a day in the woods in early October, to be spent hunting. With their favorite horse, they drove in an open buggy to a distance of about seven miles from town unhitched the horse, tying him to a tree, where he was left with a bundle of hay to insure peace of mind on Dobbin's part. The day was spent in the woods,

and toward evening, after a long tramp, the hunters returned to the point where they had left horse and buggy. What was their astonishment to find the horse missing; he had slipped his halter and, being familiar with the road, lost no time in starting on his way home.

The hunters were tired and the seven-mile walk home was by no means pleasant to contemplate. To carry with them the guns and game would greatly add to the fatigue of the journey; in fact, the friends were so nearly exhausted by their long day's hunt that they decided it would be unwise to carry even their guns on the long walk back to town. If the guns were left in the woods, they must be carefully hidden to prevent being stolen. Finally, a bright idea seemed to offer a solution to their troubles; they would load their guns and baggage of all kinds, including the harness of the recreant Dobbin, into the buggy and pull it back to the city. While one of the hunters was taking the place of the horse in the shafts, the other was to ride, and thus they planned that they would get back home by each man walking but half the distance. All went well for several miles; no grades were encountered that required more than one man to furnish the motive power, but at last they came to a hill that required both attorneys to file strenuous "liens," that the summit might be reached. When finally they arrived at the top, the hunter whose turn it was to ride, lost no time in climbing into the seat and the buggy began to move easily down grade. It was not long until the down grade increased and the "horse" had to hold back with all his strength. The hill grew steeper; the man in the shafts tried heroically to keep the buggy in control. His friend in the driver's seat, sensing danger, also put forth his best efforts, which were in the nature of exhortation to "hold her back," and it is said his coaching of the "steed" was couched in decidedly vigorous language, especially for one who ordinarily used only the most perfect English. But efforts of "horse" and driver were unavailing. The buggy ran away, collided with the bank at the side of the road and overturned. The two friends were somewhat bruised, but

otherwise not much the worse for the accident and were finally compelled to walk to town to secure help. Ever afterward, when they drove a horse to the woods, they invariably had a double tie along to insure that Dobbin would be on hand for the return trip.

#### THE AUTOCRAT OF THE BREAKFAST TABLE

One of the characters of the oil excitement period that made Kane famous was a certain man whom we will call John Smith. Always an optimist on oil, he was usually behind in payments of all kinds. This condition was characteristic of the man. They tell the story that Smith was so constantly beset by collectors that he regarded their presence as a natural condition, so that one moonlight night as he was walking along the street, he glanced over his shoulder and saw his shadow. John at once gruffly called out, "I tell you there is no use of your following me. I have no money today."

Another incident in which Smith appears as the hero is the following: John had a son, John Smith, Jr., who at the time was a young man of twenty. Mr. Smith had called his son from his home town to aid him in his duties about the Kane field. They were living at the hotel and the young man went to a near-by drug store to buy something to read. He selected a copy of *The Autocrat of the Breakfast Table* and tendered, so the story goes, a twenty-dollar bill in payment, but the druggist could not make change. "Charge it," said young Smith, "and I will pay later." But true to paternal example, the charge remained unpaid. Some time later the druggist, in hope of securing payment, mailed a bill and inadvertently addressed it to John Smith. The response was prompt and vigorous. Mr. Smith got the bill, strode across the street, paper in hand, to the store. Entering, he demanded, "What in — does this *Autocrat of the Breakfast Table* mean?" The druggist politely explained that this was something the young man had bought. "Well," said Mr. Smith, "what is the thing anyway? That young man is getting too extravagant! Why can't he eat the same things for breakfast the rest of us do?"

Smith, it is said, made and lost several fortunes in oil, but he was a chronic borrower and always in debt. He was in Kane when the First National Bank was being organized. One of the men on the committee of organization approached him, saying, "John, you ought to take some stock in the new bank; you ought to put some money in the project." Smith thought of it only for an instant, then replied, "No! you go ahead and put the money in, organize your bank and I will take care of the other end and do the borrowing."

### WHEN ELK ROAMED THE BIG LEVEL

The following account of an elk hunt in the vicinity of Kane is taken from Tome's *Thirty Years a Hunter*.

In 1816, when I lived on Kinzua Flats, I went to see Corn Planter about catching some elk. He said that I could not do it; that no Indian in the Six Nations had done it, or any white man that he knew of. He said that young elk three or four months old had been caught, but no live full-grown one could be—they were lords of the forest. I told him that I had caught or assisted in catching and led in three.

\* \* \* \* \*

Finding tracks of elk in the vicinity, with a Mr. Campbell I started on the hunt. The next morning I was joined by an Indian who had agreed to go along. We hired two other men. The party went up Kinzua Creek about twelve miles and up the south branch and camped for the night (near Kane). The next morning we continued about six miles to the top of a hill and halted. The Indian said we would find the elk within four or five miles of this spot. (The party came across a panther, or rather a panther followed one of the party to their camp. This hunting trip continued on east and when in the vicinity of Coudersport an elk was captured and brought to that town.)

December 10, 1819, I started out on an elk-catching expedition, accompanied by John Campbell, Joseph Darling, and an Indian named Billy Fox. The first day, Campbell killed a fine, fat deer, and in the evening, at a distance of seven miles from home, we regaled ourselves with a steak from it. The following day we dismissed Darling, and sent Fox to hunt for an elk track, while Campbell and I dried meat. Fox crossed Kinzua Creek and went in the direction of Stump Creek, where he found a track. He ascertained its direction and returned to the camp. The next morning, as there was bright moonlight, we started at three o'clock. We followed the track but a short distance, as it was an old one. We ascended a hill and found the track of an elk which had passed that morning. After following the track three-quarters of a mile, we saw the elk feeding



upon moss. We let loose our three dogs, two of which chased him to a rock, while the other one turned and came back to us in a short time; and the two, after stopping the elk, went to the camp. When we reached the rock the elk had gone, but we had one good dog, which soon sent him bounding back. We stood aside and let him mount the rock, but when we attempted to rope him he leaped from the rock at a place where it was ten feet to the ground, and ran down the hill. It was nearly dark, but notwithstanding we chased him about two miles, when the dogs stopped him on another rock. In an hour we had secured him. I then sent for men and a horse to assist us in conveying him home, which was forty miles distant. We arrived there in three days, and Campbell sold his share for \$200. I soon after sold my share for \$260, with the privilege of exhibiting him in Warren, which brought me \$14.50. This elk was captured with less trouble, expense, and time than any I ever caught.

### THE FIRST SETTLEMENT

In the closing year of the eighteenth century, John Keating and a company of friends from Philadelphia made extensive surveys of lands in McKean, Potter, and Cameron counties. The company consisting of these gentlemen employed Francis King to act as their representative and examine the various tracts acquired. Mr. King was a painstaking and accurate surveyor, who gave the best part of two years to careful exploration in the several areas and made complete memoranda of conditions of soil, the character of the forest, the varieties of trees, size and location of streams, giving full and minute information of all his work. These reports were really used as a basis for later purchases by Mr. Keating and his associates.

Mr. King was selected to lead the first group of settlers. The party was made up of workmen who planned to fix the location, clear some land, build cabins and make other necessary preparations for the actual settlement.

The route chosen by this party is of interest, as it illustrates the preference the white man had of following streams in entering a new country.

Leaving Philadelphia, the party proceeded over the usual roads to the west branch of the Susquehanna. In the vicinity of Jersey Shore they packed their belongings into boats and continued up the stream as far as the mouth of the

Sinnemahoning. Following this creek, they arrived at the present site of Emporium, where the water became too shallow to float the boats farther. The tools and luggage were then put in packs on the horses and the journey continued in a generally northerly direction and toward the headwaters of the Allegheny. They reached this stream and followed it to Canoe Place (Port Allegany), where a new set of canoes was made, and in these they proceeded downstream to the mouth of Oswayo Creek. Leaving the river at this point, they traveled up the creek about five miles, where they located. Land was cleared, houses erected, and the settlement was named Ceres. Roads were built to the nearest villages; a settlement on the Genesee River near Andover, about fifty miles away, was the nearest. A road was also built to Canoe Place and to Olean, which at that time and for years afterward was called Hamilton. Ceres was the first permanent settlement in McKean County.

#### BALTIMORE BUMS AND THE MAN WITH THE VALISE

From the early 80's to the close of the century few men were better known in Kane than R. E. Looker; he was a veteran of the Civil War, a member of General Kane's famous Bucktail regiment and for years, while a resident of Kane, a member of the G. A. R. Dick Looker participated in many of the great conflicts of the Civil War, was severely wounded in the left arm in the battle of Fredericksburg, and while he did not lose the arm, yet it was permanently disabled. Looker served as constable for a number of years and later as tax collector. The tax dodger in those days was a severe trial to Dick and almost as much of a trial to the School Board before whom he annually appeared to ask for exoneration.

Looker had a vocabulary rich in billingsgate and the manner in which he would describe the different ranks, classes, types, and varieties of "Baltimore Bums" and "Jersey Dead Beats," was truly impressive. No one who ever had the opportunity of hearing Dick in his colorful annual recital

before the school board or council would ever forget his vigorous and striking delineation of the character of those who left town without paying their taxes

For many years Mr. Looker was proprietor of the Bucktail Hotel, located on Fraley Street near the present site of the post office. This hotel was a center of the stirring life and characters of the oil boom days. All varieties of men put up at the Bucktail Hotel. There were promoters, scouts, drillers, speculators, and gamblers, and it was well that mine host Looker had previous and very thorough training in Civil War days that well fitted him to deal with the various types coming as guests to his hotel. Under the rough exterior of the old soldier were to be found many admirable traits; he believed in due observance of law and order; loyalty to friends was another marked trait, so also was honesty. Dick Looker held in contempt the man who would not pay an honest debt.

One day in the summer of 1887, there came to the Bucktail Hotel a well-dressed young man who explained that he had been sent by his employers, a large eastern firm, to make a study of the Kane field and that he planned to be in the town several weeks. The young man registered and was given one of the best rooms. The new guest carried a large valise of the carpet bag variety. This valise was well filled and, after carefully locking it, the young man requested Mr. Looker to keep it in charge; and the valise was accordingly stored in a little strong room in the rear of the office. Weeks passed and one morning the young man was missing. Careful inquiry at different places about the town soon convinced the landlord that his guest had gone and, what was worse, without paying his board or lodging; but Looker felt he was safe, for did he not have the precious valise? It was brought forth and in the presence of the assembled guests an attempt was made to open the bag. It was securely locked and Mr. Looker finally used his great hunting knife, cutting the bag from end to end, when, to his astonishment, he found the valise to contain but two good-sized stones, one in each end and the remaining spaces carefully stuffed with hay.

Ordinary language would be a feeble instrument with which to convey a picture of the scene as Mr. Looker in his own vigorous, lurid way indulged in the heights or, possibly we should say, in the depths of invective for the benefit of his departed guest. It is said that for months afterward if any luckless traveler came to the Bucktail Hotel carrying a valise even remotely resembling that with the rocks and hay, he was sure to be coolly received and shabbily treated.

#### ST. MARYS—A LAKE PORT

There are few more thrilling incidents in the early history of the county than the long and perilous journey of the forty or more German men and women who left the comfort of their homes along the Rhine to seek their fortunes in the new land of America, with St. Marys, Pa., as their goal. It was about the year 1812 that a land agent visited their home village in Germany and with a map of Pennsylvania, showed the new German town of St. Marys as a prosperous lake port.

The party, consisting mostly of young married couples, arrived in New York early in March, 1812, after an ocean voyage of over two months on a sailing vessel. They continued their way to Albany by boat, from which city they came to Buffalo over the Erie Canal. Finally they reached Olean, the land agent accompanying them as guide. From Olean, the distance south into Pennsylvania was represented to them as being short, and they, anxious to reach their new home in St. Marys, started hopefully on foot through the woods over the Kittanning road. They reached Smethport in safety, and after a night's rest they started out bravely through the woods on what they were told was a short trip to St. Marys. Night overtook the weary immigrants where Rasselas is now located.

At Rasselas they were compelled to camp for the night. The night was pitch dark, the only light coming from the wood fire they kept burning to keep wolves and other wild animals away. Wolves were numerous and a panther came close to the camp about midnight.



It is easy to picture how discouraged the little band must have been. The land agent was subjected to a rather severe cross-examination, but in the morning, as a climax to their troubles, the little party found, greatly to their dismay, that their guide had disappeared during the night. At break of day, though diligent search was made, the land agent was nowhere to be found. It was well for his personal safety that this was the case, for the angry Germans would have handled roughly the faithless guide, had they been able to catch him.

After a vain search for the missing agent, the entire group came together to consider their situation and to decide upon what was to be done. Six of the young men were sent back over the long trail to Olean and these were instructed to secure food, seed, and tools with which to begin the settlement, for the decision was quickly reached to remain permanently where they were. Fortunately, they had a supply of guns and ammunition, and there was no difficulty in shooting enough deer and other game to keep the settlers well supplied with food.

The sturdy, reliable quality of the German immigrant was well illustrated by the outcome, for the settlement grew and flourished. Many of the leading families of southeastern McKean today are descendents of the brave company who in 1812 were content to found the little town of Rasselas instead of pushing on to the "Lake Port" of St. Marys.

The following story, translated and arranged by Jeremiah Curtin of the Bureau of American Ethnology, is inserted here to show the beauty and imagery often found in the Indian story.

#### THE SEVEN STARS OF THE DIPPER

Long ago six men went out hunting many days' journey from home. For a long time they found no game. One of their number said that he was sick (in fact, he was very lazy), so they had to make a litter of two poles and a skin, by means of which four men carried him. Each man had his own load

to bear besides. The sixth member of the party came behind, carrying the kettle.

At last, when they were getting very hungry, they came on the track of a bear, whereupon they dropped their sick companion and their burdens, each running on as fast as he could after the bear. At first the track was so old that they thought merely, "We shall overtake the bear at some future time anyway." Later they said, "The track cannot be more than three days old," and as it grew fresher and fresher each day, they finally said "Tomorrow, it seems, we shall overtake the bear." Now, the man whom they had carried so long was not tired, and when they dropped him, knowing that he was to be left behind, he ran on after them. As he was fresher than they were, he soon passed them, and overtaking the bear, he killed it.

His companions never noticed in their hurry that they were going upward all the time. Many persons saw them in the air; always rising as they ran. When they overtook the bear they had reached the heavens, where they have remained to this day, and where they can be seen any starlight night near the polar star.

The man who carried the kettle is seen in the bend of the Great Dipper, the middle star of the handle, while the only small star near any other of the Dipper stars is the kettle. The bear may be seen as a star at the lower outside corner.

Every autumn, when the first frost comes, there may be seen on the leaves of the oak tree blood and drops of oil—not water, but oil—the oil and blood of the bear. On seeing this the Indians say, "The lazy man has killed the bear."

The following narrative of the Burning Well near Wilcox, Pa., was written by Mr. R. J. Gates, of Mount Alton, Pa. Mr. Gates worked on the well as a driller in 1870; his information is therefore first hand.

#### THE BURNING WELL

Some time in the 60's Burning Well was located along the Wilcox and Smethport road, about five miles from Wilcox.

It was located by Spiritualists and drilled to the depth of six or seven hundred feet and abandoned.

In 1870 Mr. O. N. Adams employed some drillers and commenced to drill deeper. At the depth of 1,782 feet a heavy vein of gas was struck and the well began to flow a continuous stream of water and gas, so much that work had to be abandoned for a while. The tools were stuck and in trying to get them out two more sets and a sixty-foot spear were lost. They are all in the hole yet.

The roar of gas could be heard in Wilcox, five miles away, thus giving it the name, "The Five Mile Well." There was some oil in it, too. The drillers were Jack Zorb, Andy Draper, Rueb Gates, and Tom Greeley, George Siciley, and Tom Fraley. After Jack Zorb was burned Jim Coyle took his place. We worked there nearly three years, finally abandoning it.

The tools used for drilling in those days were so light that you could not feel the jar when down over 1,000 feet, a string of tools weighing only 800 pounds. We started drilling with pole tools at 1,200 feet. It took three men for a crew on each tower.

While trying to get the tools out, Jack Zorb, one of the drillers, went into the well with a red-hot iron hook to fasten onto the walking beam. The gas caught fire, though there was a stream of water the full size of the hole flowing 200 feet above the derrick. He was terribly burned. Dr. A. M. Straight attended him. His life was despaired of for months, but he finally recovered and is living in Butler today. He is about 87 years old. It took some time to get the fire out. The gas was all around the rig and there was fire everywhere. They got a crew of men shoveling ground around the well, until they had a high bank all around it, in order to confine the gas in one place. Then M. M. Schultz, owner of the Wilcox Tannery, got a force of men armed with wet blankets, carpets, and sod, and with one rush ran in on the fire, at the same time shooting a stream of water into it, using a big force pump from the tannery, and smothered it out.

We tried many ways to control the gas and get at the tools. We made a chute to plug the well, pouring dirt into it in that

way, but the gas blew everything out. We did get it controlled for three minutes at a time, *i. e.*, it would flow three minutes, stop three minutes, then flow three minutes, etc. That gave us three minutes to work. Once we drove a three-foot dry pine plug into the casing, the gas pulled the casing out. Another time we tried to put casing down. Had a team of horses and an engine hitched on, the two-inch cable broke, and nearly 500 feet of casing went through the top of the derrick. At the time two men, John Hendrickson and Rueb Gates, were on the scaffold of the derrick. They escaped with minor injuries. Mr. Luthur, inventor of the Luthur Slip Socket, came himself with some of his men to get those tools. He had no better luck than the rest of us.

The well was abandoned in 1873.

I have O. N. Adams's note for \$269.16, dated June 30, 1873. It was never paid. He forgot the rest of the crew, too. On account of this forgetfulness Andy Draper was unable to pay a store bill of about \$200. He went to Michigan and began drilling salt wells. He sent Mr. Aldrich, the merchant, a carload of salt in payment for that bill.

The fumes of gas were so strong at the well that we could not stay in our shanty, but took refuge with bark peelers in the woods near by. One day General Kane, Colonel Wilcox, Colonel Halsey, M. M. Schultz, Judson Schultz, and some others visited us. We had a saddle of venison with steamed potatoes for dinner. They declared it one of the best meals they ever ate. I think General Grant visited this well. He was arrested for fishing out of season while visiting General Kane and Colonel Wilcox in that vicinity in 1872 or 1873.

Once some visitors said to Mr. Adams, "I understand you are running this well by spirits." "Yes," said Mr. Adams. "It costs me \$10 a day for beefsteak for them."



XVII

*Representative Men*

**I**N this chapter we present briefly a few men residents of Kane who have rendered outstanding service to the community or the nation.

Very special credit and honor is due to Mr. David Howells and Mr. James Malone, the sole surviving members of the G. A. R. in Kane at the time this book is being written. These men responded to the call of their country in one of the most trying periods of its history, and since the close of the Civil War, because of their public-spirited interest in the affairs of the community, have held a high place in the regard and esteem of all classes in their home town.

It was hoped when this work was first planned to include a more or less detailed account of the part the town of Kane played in the World War; but, as already pointed out, there were over five hundred men from Kane and surrounding territory in the great conflict; these were in all branches of the service and it was quickly seen that an entire volume should be allotted to this subject alone if due recognition were to be given to the splendid work of this large body of men.

Nevertheless, to pass by the war period without emphasizing the sacrifice, the hardships endured, and the heroic service of the boys who went out from Kane homes, seems little short of being ungrateful. Partially to fill this gap two outstanding soldiers from the Kane district have been selected. Captain Clayton Bissell and Lieutenant-Colonel Monroe A. Means. These men served in widely different fields. Each made a brilliant military record, and while the experience of any soldier differs in details from that of every other, yet the dangers incurred, the suffering, the long, weary marches, and all the other trials that fell to the lot of the soldier boys from the Big Level can perhaps be no more impressively described in the limited space here available



DAVID HOWELLS *and* JAMES C. MALONE

than to set forth in bare outline the leading events in the military service of these two soldiers.

DAVID HOWELLS

For more than a generation David Howells has been one of the leading citizens of McKean County. He was born on a farm in Cambria County, January 5, 1845, and was educated in the public schools of Ebensburg. In 1864, when but nineteen years old, he enlisted and served until the close of the war. Mr. Howells moved to Kane in 1879, where he has since made his home. He was a school director for six years, during a part of which time he served as president of the board.

Mr. Howells is a Republican in politics and during the Wilson-Roosevelt-Taft campaign of 1912 and again in the Wilson-Hughes campaign in 1916 was chosen to serve as presidential elector.

On the organization of the American Plate Glass Company in 1906, Mr. Howells was elected the first president of the corporation. He is a charter member and helped organize Colonel Charles J. Biddle Post No. 238, Department of Pennsylvania; is a charter member of the First Congregational Church, in which he has served as Deacon since the church was organized. He is also a charter member of Kane Lodge No. 566 F. & A. M. Mr. Howells is a thirty-second degree Mason. He is also an honorary member of the Kane Rotary Club.

JAMES C. MALONE

James C. Malone was born in Elk County, Pa., March 20, 1843. His father and mother died when James was a small boy, and in his early teens he went to Smethport, where he attended the public schools and also learned the jewelers' trade.

Mr. Malone enlisted in the Union Army October 12, 1861, and reënlisted in Company F, 58th Pennsylvania Veteran Volunteer Infantry, serving throughout the war. His total period of service was four years, four months, and sixteen





LIEUTENANT-COLONEL MONROE A. MEANS



days. Petersburg, New Bern, Sandy Ridge, and Cold Harbor were a few of the engagements in which Mr. Malone fought during the war.

It is worthy to note that these two honored citizens have been firm friends for well over a quarter of a century. They are comrades in a very real sense and have spent many hours together talking over the scenes and events of the long, long ago.

#### LIEUTENANT-COLONEL MONROE A. MEANS

The following is a brief summary of the more important events in the service of Lieutenant-Colonel Monroe A. Means:

June, 1903. Enlisted as a private in Company I, 16th Pennsylvania Infantry, at Warren, Pa.

June, 1906. Discharged on expiration of enlistment.

June, 1907. Enlisted as a private and promoted to Corporal in Company H, 16th Pennsylvania Infantry at Ridgway, Pa.

January, 1908. Discharged at his own request.

February, 1908. Enlisted as a private in Company I, 16th Pennsylvania Infantry, at Warren, Pa. Recommended for, and at once promoted to, Battalion Sergeant Major.

February, 1911. Reënlisted and warrant continued in force as a Battalion Sergeant Major.

March, 1911. Recommended for, and promoted to, Second Lieutenant and Battalion Quartermaster, 16th Pennsylvania Infantry.

April, 1911. On request of Colonel George G. Rickards, organized Company E, 16th Pennsylvania Infantry, at Kane, Pa. At the same time refusing the Captaincy of the company.

May, 1913. Recommended for, and promoted to, First Lieutenant and Battalion Adjutant, 16th Pennsylvania Infantry.

June, 1916. Responded to the call of the President of June 15th for Mexican border service.

July, 1916. Entrained on July 4, 1916, for El Paso, Tex. Was stationed at Camp Pershing and Camp Stewart, and in addition to his other duties was made Instructor of the Guard.

August, 1916. On his own request was transferred to the 16th Pennsylvania Machine Gun Company as second in command. This company was formed at this time by transfers from other companies in the regiment.

September, 1916. Attended the Lewis Machine Gun School at Fort Bliss, and with the other officers assisted in perfecting the organization and training of the Machine Gun Company, taking part in overnight bivouacs, long marches, and machine gun firing problems of all kinds.

January 4, 1917. Entrained for home station for the machine-gun company; this was designated at Bradford, Pa., as the company commander lived there.

January 15, 1917. Transferred back to State service as a First Lieutenant Infantry, Pennsylvania National Guard.

July 15, 1917. Responded to the call of the President of July 15, 1917, for World War service and reported at Bradford, Pa. (home station of the machine-gun company), same date.

August 15, 1917. Ordered to report by wire to Major Quinton O. Reitzel at Lancaster, Pa., for duty with the 42nd (Rainbow) Division, then being organized with selected National Guard units from twenty-six different states.

August 21, 1917. Reported to Major Q. O. Reitzel and was assigned to Company K, 4th Pennsylvania Infantry. The 3rd Battalion of this Regiment, companies I, K, L, and M, were detached and became the 149th Machine Gun Battalion (divisional) of the 42nd (Rainbow) Division.

August 28, 1917. Entrained for Camp Mills, Long Island, where the different units of the division were being concentrated.

October 1, 1917. The company letter was changed to Company B, 149th Machine Gun Battalion. While here, took part in two divisional reviews for the Secretary of War. The 42nd Division was the first war strength division to pass in review.

October 17, 1917. Orders were received to entrain for Hoboken.

October 18, 1917. Embarked on the interned German vessel *President Grant* and sailed the same day. Were out four days when the boiler tubes began to leak; acid had been put in them by the Germans before leaving. Took six days to limp back to port; were transferred to ferry boats, then through Hell Gate channel to Fort Totten on Long Island.

November 12, 1917. Again sailed on the English passenger liner *Cedric*. Convoy made up in Halifax Harbor, N. S. Shortly after leaving Halifax was relieved of all other duties and made lifeboat instructor for the voyage.

November 26, 1917. Put into Belfast Harbor, Ireland, to escape German submarines.

December 1, 1917. Landed at Liverpool and at once entrained for Winchester, England. Stationed at Camp Winnal Downs for ten days, then entrained for Southampton, where we embarked for La Havre, France. While here, was stationed at Rest Camp No. 2; here two days, then entrained for Liffol-La-Petieté.

December 25, 1917. Helped to arrange for and had a wonderful Christmas dinner for the officers and men.

December 26, 1917. In a terrific blizzard started a three-days' march for change of station.

December 28, 1917. Marched to and billeted in Chanoy.

January 3, 1918. Left in command of the company, as well as the town, by the senior officers going to school.

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## REPRESENTATIVE MEN

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January 12, 1918. Took two companies ten kilometers to Langres by marching to draw carts and machine-gun equipment.

January 25, 1918. Company B was detached and assigned to the 151st Machine Gun Company, 42nd Division.

January 26, 1918. Attended the 42nd Division School of Fire at Chanoy.

February 12, 1918. Company Commander returned from school, so became second in command again.

February 19, 1918. Marched to and entrained at Rolempont for duty on the line.

February 22, 1918. After a long march, went into billets at Badmenial as part of the Divisional Reserve. This was the Luneville Sector.

March 5, 1918. Went on the front line for 48 hours' observation.

March 16, 1918. Took over the front-line machine-gun positions in the C. R. Chames Sector in front of Badonviller.

March 23, 1918. Relieved and by two days marching reached Rambervillers. Billeted there. The company received 32 bags of Christmas mail while here.

March 28, 1918. Again marched to and went on the line, this time in the Baccaret Sector. This was a hurried relief, for the French troops were ordered north to support the British. This was the first complete American sector taken over by the U. S. troops.

March 30, 1918. The company letter was changed to Company D, 151st Machine Gun Battalion. From this time until June 20th was either on the front lines or in close support, taking part in a number of raids and helping to resist local attacks of the Germans. Went through two hard shell and gas-projector attacks, one on May 28 and one on June 16. The sector became quite active during this period, a great deal of shelling by both sides, with raids and local attacks by both the Germans and U. S. troops.

June 16, 1918. The Company Commander was transferred, leaving Lieutenant Means in command of Company D.

June 20, 1918. Relieved by units of the 77th Division. Thus leaving the trench sector after being under shell, rifle, and machine-gun fire for 116 days.

June 24, 1918. Entrained at Thoan-Le-Vosges. Detrained next day at Vitry-Le-Francies.

July 4, 1918. Marched to Suippe and took support position in Champagne Sector and became part of General Gurouad 4th French Army then holding the line from Reims to the Argonne Forest.

July 14 to 18, 1918. With the rest of the Division, helped to defend the sector from the last great German attack.

July 19, 1918. Relieved from the sector.

July 21, 1918. With Companies C and D, Lieutenant Means in command, entrained at Coolus for the Château Thierry front.

July 25, 1918. With the Division, relieved units of the 26th and 28th Divisions and took part in all the heavy fighting in this sector in the

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## KANE and the UPPER ALLEGHENY

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vicinity of Epieds from July 25 to August 2, including Hill 212 and the capture of Sergy.

July 20, 1918. Promoted to Captain.

August 2, 1918. Relieved by units of the 4th Division.

August 15, 1918. Made first trip to Paris.

August 19, 1918. Entrained for Bourmont training area and billeted at Sawville. Moved from here by night marches, marching through Toul the night of September 8th in a pouring rain to a bivouac area in a dense woods a few kilometers southeast of Siecheprey, where orders were received and sectors assigned for the St. Mihiel offensive.

September 11, 1918. Took over the positions assigned.

September 12, 1918. At 5 A. M. jumped off in close support of the first infantry waves.

September 13, 1918. Dug in and helped to organize the machine-gun positions close to the village of St. Benoit. While in this position, took part in a number of raids on the German positions.

September 25, 1918. Relieved and moved back to support positions.

September 29, 1918. Loaded in camions (trucks) and moved by way of Bar-Le-Duc to billets at Seracourt. The Division becoming part of the 1st Army Reserve. From here, by marching to the Bois-De-Montfaucon.

October 11, 1918. The Division relieved the 1st Division near Exermont. Company D relieved Company D of the 2nd Machine Gun Battalion. Took part in all the heavy fighting in this sector: Hill 281, Hill 263, Côte-De-Chatillion. Assisted in breaking the Kriemhuldie Stellung line, which was the last organized German position. Took part in firing of two machine-gun barrages, one of 48 guns and one of 124 guns. These were the first times that entire machine-gun battalions had taken part in a machine-gun barrage. From October 12 until November 1 was in command of the Battalion.

October 31, 1918. The Division was relieved by the 2nd Division, but the machine-gun battalions remained in position until November 1, firing a machine-gun barrage of two and one-half hours in support of the Infantry of the 2nd Division.

November 1, 1918. Relieved by units of the 2nd Division.

November 2, 1918. Moved forward with the other units of the Division until, on November 5, they relieved the 78th Division on the extreme left of the 1st Army.

November 6, 1918. First Americans in Haracourt.

November 7 and 8, 1918. Units of the Division entered Sedan. The last casualty occurred in Company D on November 8, by shell fire from across the Meuse River.

November 9, 1918. The company was relieved by the French, thus leaving the line for the last time.

November 17, 1918. With the 42nd Division, was made part of the Army of Occupation then being formed to march into Germany.



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## REPRESENTATIVE MEN

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November 20, 1918. The march into Germany began.

November 25, 1918. Visited the city of Luxembourg.

December 3, 1918. Marched out of Duchy of Luxembourg and entered Germany, billeting at Eisenach.

December 20, 1918. Reached the Rhine and billeted in the town of Kripp, at the junction of the Ahr River with the Rhine.

February 5, 1919. Was sent with other officers to machine-gun school back in France at Châtillon-Sur-Seine.

April 6, 1919. Entrained for Brest, France, and the U. S. A.

April 15, 1919. Sailed from Brest on the Battleship *Minnesota*.

April 26, 1919. Landed at Hoboken and entrained for Camp Merritt.

May 8, 1919. Entrained for Camp Gordon, Ga.

May 20, 1919. Home on leave.

May 30, 1919. Discharged at Camp Dix, N. J. This completed twenty-three months of service in the World War, nineteen of which were spent with the American Expeditionary Force. Nearly nine months of this time in contact with the enemy and within easy range of their artillery.

January 1, 1920. Commissioned Captain in the Pennsylvania National Guard. Organized Company M, 112th Infantry, at Kane, Pa.

March 3, 1920. Commissioned Major in the U. S. Reserve Corps.

August 3rd, 1920. Commissioned Major in the Pennsylvania National Guard and assigned to command the 3rd Battalion, 112th Infantry.

May, 1922. Organized the 3rd Battalion Headquarters Company at Kane, Pa.

January 9, 1928. Assigned to Headquarters, 112th Infantry.

January, 1928. Promoted to Lieutenant-Colonel, 112th Infantry.

### CAPTAIN CLAYTON BISSELL

One of the most distinguished officers in the Air Service of the United States during the World War and since the close of that conflict is Captain Clayton Bissell, of Kane.

He was educated in the public schools of his home town, in Olean, N. Y., and was graduated from the Valparaiso University Law School.

The following is a résumé of a few of the leading events in his brilliant military career:

1917. Entered military service of the United States May 12 at Fort Benjamin Harrison, Ind.; applied for aviation and was sent to Canada from R. O. T. C. July 21.

British Infantry training from July 21 to August 13. School of Military Aëronautics (R. A. F.) at University of Toronto and training in flying at different fields in Canada August 13 to November 23.



CAPTAIN CLAYTON BISSELL

Sent to Fort Worth, Tex., as instructor from November 27 to January 18, 1918.

1918. Commissioned First Lieutenant January 12, and assigned to active duty on same date.

Left United States January 31 and arrived in Liverpool February 15. Was placed in charge of American officers and cadets at Lopscomb Corners Airdrome in April. Took an advanced course in Aërial Gunnery at Turnbury, Scotland.

Assigned to duty as ferry pilot from Norwich, England, to Orly, France, in June. Ordered to active service on the front with the 148th Aëro Squadron July 1. Reported July 3 and was with that squadron as a service pilot until October 29, when the squadron was transferred from the British to the American front. During this time Captain Bissell was accredited by the British Air Force with having shot down seven enemy machines.

Notified of award of Distinguished Flying Cross by King of England, December 9, for Distinguished Service on the English Front. Promoted from First Lieutenant to captain, A.E.F., March 11.

Since the close of the war Captain Bissell has been continuously in the service of the United States, serving with the army and in various positions of responsibility in the Air Service.

Was sent abroad in 1921 to visit France, Italy, Germany, Holland, England, and Belgium to inspect aëronautical equipment.

Captain Bissell was decorated with the Distinguished Service Cross by order of the President of the United States April 25, 1923. He was also cited in General Orders issued in April, 1923, for gallantry in action on September 4, 1918.

Was appointed advance officer for the First Division of the Round-the-World Flight and was on this service from January 15 to June 27, 1924.

In September, 1924, Captain Bissell made the first airplane flight of record in Greenland. General Mitchell says of Captain Bissell, "One of the best qualified aëronautical officers in any service. Has one of the best, if not the best knowledge of the application of air power in war of anyone in the United States Service."

Captain Bissell was appointed officer in charge of Pursuit Instruction, Air Corps Tactical School, Langley Field, Va., September 20, 1926, and has since continued in this service.

### WILLIS R. SKILLMAN

1891-1928

Mr. Skillman was a native of Philadelphia, where he spent his boyhood, and was educated in the schools of that city and in Pennsylvania State College, from which institution





SUPERINTENDENT WILLIS R. SKILLMAN



he was graduated in 1916. He took post-graduate work at Cornell University, receiving the degree of M.S. He served as instructor in Southern High School of Philadelphia; Burd Industrial School, Ottsville, Pa.; the Lone Oak Farm School, Westtown, Pa.; Pennsylvania State College; Honeybrook Vocational School of Chester County; was principal of Centerville Vocational School of Washington County, and County Supervisor of Vocational Work in Cumberland County. He was State Supervisor of Agricultural Education prior to coming to Kane.

During the World War he served in the 79th Division, A. E. F., in France from 1917 to 1919; was author of *The A. E. F., Who They Were, What They Did, How They Did It*.

He invited, by the very simplicity of his fine nature, a confidence which it would have been impossible for him ever to betray. His sincerity was easily beyond question. He spent himself in a complete devotion to duty. He was so likeable in himself and so responsive to every demand made upon him; so ready to serve in every way. He was a natural student, yet not pedantic; his fund of information was a constant surprise to those who sought his counsel, yet withal he was an executive.

—T. AIRD MOFFAT.

Mr. Skillman's sudden death in March, 1928, terminated a service of a little less than two years as the Superintendent of the Kane Schools. But what fruitful years were these! It is given to but few men to leave the influence of their personality and the impress of their character on school and community as did Mr. Skillman. His life was fruitful, beautiful, well-rounded, symmetrical, a manly life devoted to the good of others, a life unsullied, strong, and helpful.

#### R. D. WELCH

Mr. R. D. Welch became Superintendent of the Kane Public Schools on July 1, 1928. Mr. Welch received his early education in the schools of New York State. After coming to Pennsylvania, he graduated from the Clarion State Teachers' College, where he later did post-graduate work, receiving the degree of Bachelor of Pedagogy. He



SUPERINTENDENT R. D. WELCH

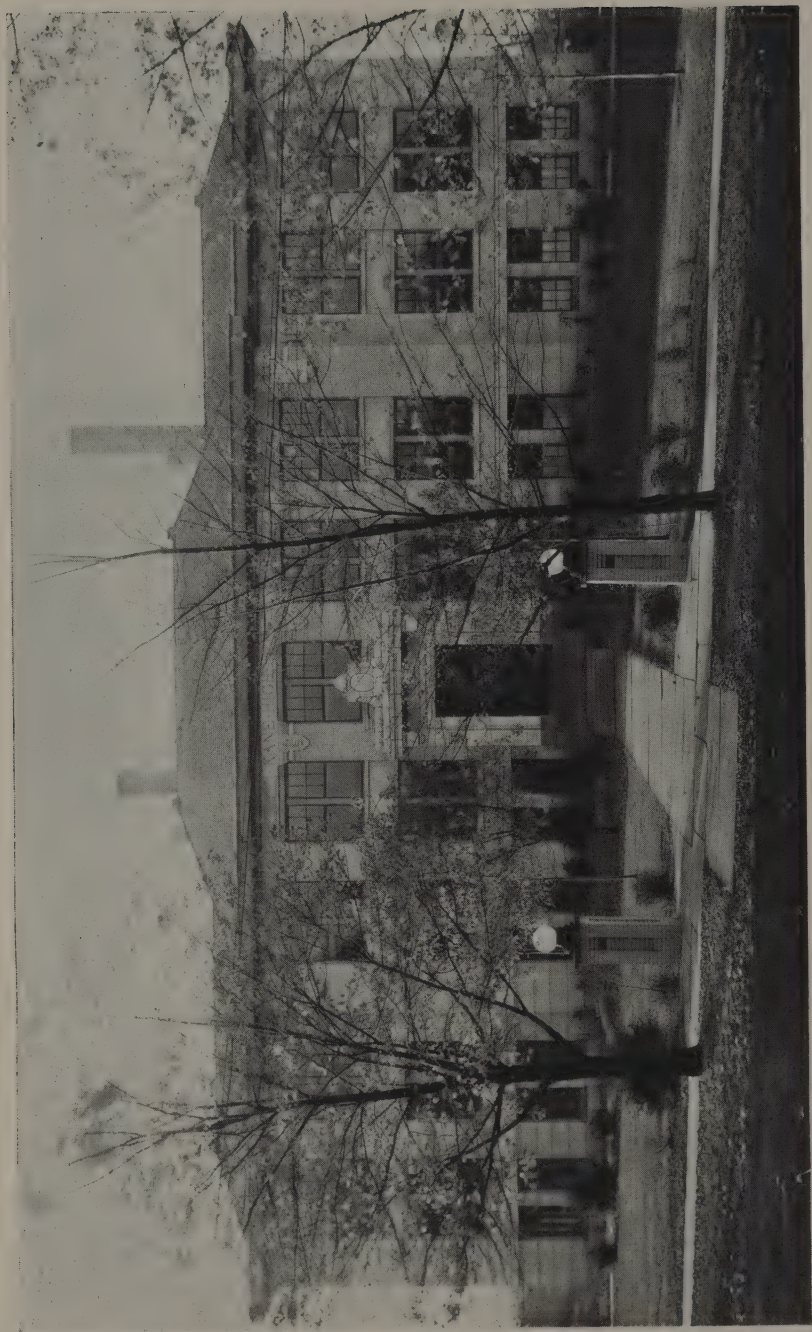
also holds a Bachelor of Arts degree from the University of Pittsburgh. He has also majored in educational administration and supervision for his Master of Arts degree at the latter institution.

As an educator, Mr. Welch's career covers twenty years. During that time he has served as a rural teacher in McKean County, Principal of the township high school at Lottsville, Pa., Principal of the Sugar Grove Borough Schools, and fourteen years in Ford City, Pa., where he has served as teacher of English and Mathematics, High School Principal, Supervising Principal, and Superintendent of Schools.

The program for the Kane schools for the current year consists of:

1. The improvement of instruction.
2. The development of a large high school orchestra and a band. The organization of rhythm orchestras in all grade buildings, and an added interest in vocal music organization.
3. The formation of a new course of study for the Kane schools.
4. The addition of at least one thousand books to the Kane Public and School Library.





KANE HIGH SCHOOL



XVIII

*Public Schools*

*Still sits the school-house by the road,  
A ragged beggar sunning;  
Around it still the sumachs grow  
And blackberry vines are running.*

—WHITTIER.

TRUE to the standards of the colonists of New England and other early settlers elsewhere, General Kane and the group of pioneers who first made a clearing in the forest and built homes and a sawmill on the present site of Kane, promptly made provisions for a meetinghouse and a school. For a few years the first church of the city and the first school occupied the same building. Records are not very clear as to whether the school met in the church or the church met in the school. At any rate, the church and the school held property in common, and there is not even a rumor that this close association of church and school led to any harmful results.

The building was a small log house built on the site of the present B. & O. passenger station. There were heavy wooden shutters which could be closed and barred at night, a wise regulation, for it probably kept many a bear or other neighbor from the near-by forest from enjoying the hospitality of the school during the cold nights of early winter.

It is said the windows of this early school came to within two feet of the floor and that the boys quite often used them as a short cut to the out-of-doors.

The first teacher in the public schools in Kane was a Miss Marsh. This was during the winter of 1864 and 1865. Miss Marsh became the wife of T. H. Ryan and lived many years at the Ryan homestead, a short distance west of the borough limits.

During the school year 1865-66 a Miss Stark taught the school in Kane. Later Miss Stark married Mr. Abe Van

Dyke and was the mother of Rev. Van Dyke, rector of the Episcopal Church at Smethport.

Until late in the year 1869 Kane was in the western end of Sergeant Township. This arrangement was very inconvenient, as the voting was done at Clermont. Affairs in Kane were very much neglected.

There was no public school in the town during the following year. A Mr. Sullivan seized the opportunity to conduct a private or paid school. This school was conducted in half of a log cabin near the round house. A family occupied the other half. It is said there was not a chair, desk, table, or blackboard in the room, the only furniture being a half dozen rough benches.

Mr. George H. Mell, of Philadelphia, for many years a leading business man of Kane, writes interestingly of this early teacher and his school:

Mr. Sullivan was a cripple and walked by the aid of crutches. My opinion is that he was a pretty well educated man, but his methods were crude. His specialty was writing and mental arithmetic. He would write what might be termed "a copy" at the head of the writing book and the duty of the pupil was to copy this line as closely as possible. To do so, of course, one of the benches was used as a desk and the youngster had to get down on his knees on the floor to write. . . . His mental arithmetic was largely various problems, the multiplication table being his special favorite. His way of handling a class of boys, of which I was one, was to stand them up on the floor in a row, and jump around haphazard from one problem to another. When any youngster failed to answer a problem correctly at once, the next boy below had a chance, just the same as the old-style spelling class. If the boy below gave the correct solution, the order from Mr. Sullivan was, "Step up"; the next was, "Lay it on 'sthiff.'" This latter phrase meant to take the ruler and apply a good stinging blow or two to the hand of the pupil who had failed in the problem. On one occasion, I distinctly recall that I was the chap that failed, and an especial chum of mine, John Marker, had the job of "laying it on sthiff," with the result that my hand was pretty badly blistered. I was only seven years old at the time, and, of course, went home crying, as this occurred just prior to noon intermission. My mother sailed out on the "war path" and gave Mr. Sullivan a pointer or two as to reforming his methods, which, I am pleased to say, were put into practice.

Mr. Sullivan finally decided that he could make more money by combining another business with his school. He obtained a two-roomed

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## THE PUBLIC SCHOOLS

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building over on the west side not far from the present location of the Park Avenue Hotel. One side was fitted up as a saloon, and the other side as a schoolroom. To the credit of all in the village, I must say that this broke up the school, as they would not stand for that.

After Mr. Sullivan's school was closed, my recollection is that during the next year we had no public school whatever. This was taken care of in a way by my mother, who obtained a teacher, Miss Lucy Dodge, and the school was conducted in a rear room of the boarding house that my father and mother were then running, which was located on the west side of the railroad yards, just below the Poplar Street bridge, which building was torn down quite a good many years ago. As I recall it, this school was opened during the fall of 1867. During the winter of 1867 and 1868 another pay school was operated. This was conducted in a building that stood on the present site of the Swedish Mission church, and was taught by Miss Julia Ward, of Port Allegany. Of course, it was termed a "pay school," the rate, as I recall it, being 25 cents per week for each pupil, and the teacher boarded around week after week with the parents of the different pupils. This school was not very well patronized. I think the total enrollment was not over twelve or fifteen pupils.

Shortly after this, as I remember it, the township line had been relocated, putting Kane in Wetmore Township, with an improvement in our local governing body, not only in schools but in every other way.

Incidental to Mr. Sullivan's "business," which he conducted for a short time on the west side, the conclusion may be of interest to you. After running his saloon without any license whatever for some time, a warrant was sworn out for him for violating the liquor laws. I do not recall who the constable was that served this warrant, but Mr. Sullivan was well enough posted to realize that he was not obliged to walk to the office of the Justice of the Peace. The constable has to furnish a conveyance; and at that time I am satisfied there was not a spring wagon in Kane; the only vehicles were lumber wagons and, of course, not many of those; not a single dray or anything of the kind that made a business of handling people or commodities. The constable, accordingly, called on two men to carry Mr. Sullivan to the office of the Justice of the Peace. They chanced to be William Hubbard and William Wilkins. The Justice of the Peace was John D. Leonard. The office was in the post office, on what is now the Windsor Hotel location.

They carried Mr. Sullivan that distance, and of course he got rather heavy before they reached the end of the route, which was up through the railroad yards, there being no road at that time. Naturally the occurrence aroused some excitement, with the inevitable result that practically every boy and girl who caught sight of the transaction joined to form quite a parade, I among the others. Mr. Sullivan would occasionally say, "Stop awhile, biys; rest aisy," which they would do, setting him down between the tracks. After getting rested somewhat, they would take up their burden and move on. Just what the result of the

arrest was, I do not recall, but I do remember distinctly that Ed. Wallace, who then lived down near the present location of the Kane Window Glass Company, was his bondsman. I presume that the case was dropped by closing up his establishment and he leaving town.

When a comparison is made of modern school organization, equipment, and buildings with those of fifty years ago we are apt to conclude that the early school accomplished but little. This viewpoint is very erroneous. True, the teacher often lacked the better training and education of the present day schoolmarm. The school was often ungraded or several grades in a single room. Books and supplies were lacking and attendance was voluntary and often irregular. But it is truly impressive how well the essential fundamentals were sought after and achieved. There was much less to attract the children from their school work. True, there were no parent-teacher organizations, but the percentage of leading citizens then taking an active interest in the work of the public schools was very large.

In the following paragraph appearing in *The Miner*, February 10, 1873, may be caught a picture of a school "exercise":

Public exercises of a pleasing nature were held by the schools on Friday afternoon. The rooms were decorated with evergreens by the scholars. Recitations and dialogues were rendered, interspersed with songs from the children, conducted by Mr. William Hubbard. The principal was agreeably surprised by a presentation, from the scholars, of a floral basket and wreath. The ground work of the basket was formed of preserved moss and ivy bedecked with artificial fruits and flowers artistically arranged. The garland was of evergreens bespangled with stars. Who wouldn't be a teacher?

In acknowledging the gift, he accepted it by repeating the sentiments of presentation, viz.: that the fruits of his mind-culturing might be as fair and lovely as that which the basket contained, and the evergreen be representative of the cherishing of his memory by them.

After these exercises, the scholars, 125 in number, formed a procession, two abreast, with the teachers in the rear. A march was made through the principal streets, carrying their



banners inscribed with the mottoes, "Just as the twig is bent, the tree is inclined"; "we wish ourselves to practice, and to teach others the Golden Rule." A halt was made at the machine shops, where the boys cheered lustily twice, once for the employees of the P. & E. R. R. Co. and once for the school authorities of Kane.

A pleasant incident occurred on their countermarch: Meeting Rev. J. Hicks and Mr. Hubbard in company, the boys gave these, their two warm friends, some hearty cheers.

One boy, being asked by a citizen what they had been doing at the school house, replied: "I don't know what you call it, but we had a good time."

The above event may have been in honor of Lincoln's birthday. It is to be noted that there were 125 "scholars." The principal and two teachers constituted the teaching force, for we should remember that up to about twenty years ago a room with less than forty pupils was considered undersized. A teacher having thirty or thirty-five in her room was often asked how she put in her time. This, too, even though she had five or six grades to look after.

In 1870 a new and better building was erected on the site of the present Swedish Mission church. This was a frame building and large enough for a two-room school. Mr. Samuel Smith, late of Port Allegany, was the first teacher in the new school, and later acted as principal when the building was used as a two-room school.

During all these years the school building was also used as a church. The first church edifice in Kane was erected by the Roman Catholics on the site now occupied by the Kane Bank and Trust Building; this was in 1866. The school was used as a church by other denominations until 1873, when the Methodists erected a church on Fraley Street, where the McCrory building is now located.

In 1871 a new school building was erected in the township. *The Miner*, recording this event in its issue of November 16, 1871, says:

The Directors of Wetmore Township have recently erected a school house near Kane at an expense of \$1,200. This house is 24 by 30 feet,

the rooms 11 feet high, and well lighted. The walls are finished in plaster of paris, the floor, which is of pine, is firmly matched, and the furniture substantial and comfortable. Altogether the house is neat, attractive, and a credit to the energy and taste of the Directors. The builder was Mr. Chalker, of Kane.

New schoolhouses are also being built in Keating and Hamlin Townships, which will soon be completed.

The late Samuel W. Smith, of Port Allegany, was principal of the Kane schools during the school years 1869-73. He was popular as a teacher and took an unusual interest in all affairs of importance to town or community. If there were any meetings—and in those days there were a great many political gatherings—at all of these Mr. Smith was sure to be present. The party caucus was then a means of selecting candidates for office, and aside from political meetings there were many problems in the life of the new town which seemingly could be best dealt with by a gathering of citizens. The following from the *McKean Miner* of February 13, 1873, will illustrate Mr. Smith's activity outside of the schoolroom:

It is announced that S. W. Smith will on Wednesday evening speak to the citizens on twelve reasons why votes should be cast against license. The anti-license element are confident of a fair majority.

The interest shown by all classes in preventing the entrance of the saloon within the borough limits was truly remarkable. General Kane was at all times the leader in the opposition to granting of licenses; his inspiring example was followed by the leading men of the town. The people in the early days of the town believed in teaching the nature of alcohol and the evils of drink not only to the children of the school but, as pointed out in the foregoing paragraph quoted from *The Miner*, to the adult men and women as well. Possibly if a similar course had been pursued since the adoption of the Eighteenth amendment the market of the bootlegger would be greatly diminished.

This meeting of February 13, 1873, was immediately preceding the spring election, at which the question of license for the sale of intoxicating liquors in the town was to be

decided. The Catholic Temperance Association had for some months been exerting its influence successfully in reclaiming numbers addicted to intemperance and securing the coöperation of a large membership; this, doubtless, had much to do with the result of the election. For several days preceding election the license question was discussed pro and con, the liquor interests being confident of an inglorious victory.

The following report was published of the above mentioned meeting and the election that followed:

The crowded house that presented itself to hear S. W. Smith's twelve reasons in favor of no license and their attention during the address evinced the fact that our people were interested in the question; the speaker spoke long and earnestly upon his subject; it might be well to mention that the singing upon this occasion was furnished by the school singing three selections, "America," "I am a Young Abstinence," and "The Right Shall Gain the Day." The most interesting time was of course on election day. We went to the polls at an early hour with a package of tickets upon which could be read "Against license," intending that no voter should vote "for license," because a reform ticket was not tendered him; our presence was unwelcome to those of the other interest, we observed, but the words interchanged during the early part of the day were of a cordial nature, for they flattered themselves that there was naught to fear; but during the afternoon, owing to the fact that more than they anticipated were voting against license and the repeated draughts taken from a bottle kept upon the grounds by one of the legalized business men, the unprovoked abuse of ourselves commenced, which continued until the closing of the polls. No replies were made to the invectives, as we considered where, what, etc.

The result of the election is a majority of eight against license.

In the 70's many duties were assumed by the school directors that have since been wisely delegated to the superintendents, principals, and teachers. It was not uncommon for directors to determine by examination the fitness of teachers for their work and to grant certificates in conjunction with the County Superintendent. This custom is referred to in *The Miner*, December 10, 1874:

Wetmore Township.—The principal school of Kane was opened the first week of December, and was graded by the directors and county superintendent, a measure long needed and which will be productive of





1. HIGH SCHOOL LOOKING WEST 2. FRONT VIEW, HIGH SCHOOL  
3. HIGH SCHOOL *from* ENTRANCE



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## THE PUBLIC SCHOOLS<sup>a</sup>

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good results. The Board of Directors here have achieved a great success financially by clearing Wetmore Township almost entirely of the heavy debt which has encumbered it for years, for which they deserve much credit.

From 1874 to the close of the period included in this volume the story of the Kane schools will be found incorporated with the history of the town.

### OBJECTIVES OF HIGH SCHOOL COURSES

The Kane High School, which is accredited in the Association of the Middle States and Maryland, offers eight different courses of study to the pupils of the community. This extensive curriculum makes it possible for a pupil to have a real choice in preparing to meet the requirements of business, industry, and professional life. The following courses are offered: Classical A and B; Scientific; Business; Secretarial; General; Industrial; and Domestic Arts.

Since comparatively few graduates go from the high schools of the country to college, the high school is looked upon as the people's college. Under these circumstances, educators have sought to offer diversified courses of study that will most adequately fit a boy or girl for citizenship, intellectually, socially, and morally. So it is evident that the purpose of the high school is not preëminently to fit a pupil for college, but to so develop his or her potentialities that life situations may be met and solved with the greatest ease and advantage. However, a course in our high school can be so selected that preparation for college will be exceptionally good.

The Classical Course is especially adapted to those who wish to enter the learned professions such as Law, Medicine, and the Ministry, and for such as wish to consider a liberal education leading to the degree of Bachelor of Arts. The Classical Course is especially rich in English, Modern Language, Latin, and History.

The Scientific Course aims to prepare for college all those who will study some branch of engineering, such as Civil, Electrical, Mining, Sanitary, and Metallurgical Engineering.

This course, as indicated by its title, requires practically all the science and mathematics taught in the school. In addition it requires English, History, and Language.

The Business Course aims especially to prepare boys and girls for Bookkeeping positions or to prepare them for a study of higher accountancy. This course, which includes Bookkeeping, Typewriting, Law, English, and History, is a very practical course for anyone anticipating a business career.

The Secretarial Course, which prepares students to become stenographers and secretaries, is one of the most practical courses offered to young ladies. In general it requires a high grade of work in Shorthand, Typewriting, English, Law, and Office Practice. In this course, as in the one preceding, a grade is of secondary importance as compared to actual efficiency.

The general Course is made up very largely of electives. In the selection of subjects the student is largely directed by his own choice. The course is so elastic that the student can easily harmonize the thing he is doing in school with his natural interests and inclinations. It is especially adapted to those students who desire a rich comprehensive course, knowing that they will not continue their education through college.

The Industrial Arts Course is concerned with the change made in natural raw materials. The course considers the experiences of greatest importance in daily living, and may be divided into the following topics: food, clothing, shelter, furnishings, and utensils. Chief emphasis is placed on our work in foods, cooking, and sewing. The usual basic academic group of subjects is included in this course.

R. D. WELCH,  
Superintendent Kane Public Schools.

## XIX

*Indians*

THE early history of northwestern Pennsylvania is so closely connected with the various Indian tribes inhabiting this section that no history of any part of the region is complete without considerable space being given to them.

Close proximity of the Seneca Indians at Cornplanter, Salamanca and other tribes of the Iroquois farther north and east in the State of New York, has been responsible for the very general belief that the Six Nations, and at an earlier date the Five Nations, were the only Indians in the region of the upper Allegheny.

Another tribe than these, the Wenrohronon, lived for many years in northwestern Pennsylvania and in southern New York. This tribe occupied that portion of New York south of a line from the northern extremity of Lake Erie east to the watershed of the Genesee, their territory extending south into Pennsylvania. The name, Wenrohronon, denoted in the Iroquois language "scum," "moss," or "lather" floating, and hence the tribe of the place of floating scum. This is usually held to refer to the famous oil spring at Cuba, N. Y., twenty feet in diameter, without an outlet, and which is covered with a coating of yellowish brown oil. This was the original source of the celebrated "Seneca" oil so highly valued as a medicine or ointment by Indians and white settlers.

This spring, when it later came into possession of the Senecas, was so highly regarded that in granting lands to state or nation it was always reserved.

As may be supposed, when the Wenrohronon first came into possession of the territory they occupied, they were a nation sufficient in numbers and warlike spirit to carry on vigorous defensive operations against their neighbors, the Senecas, and other tribes of the Five Nations who were at

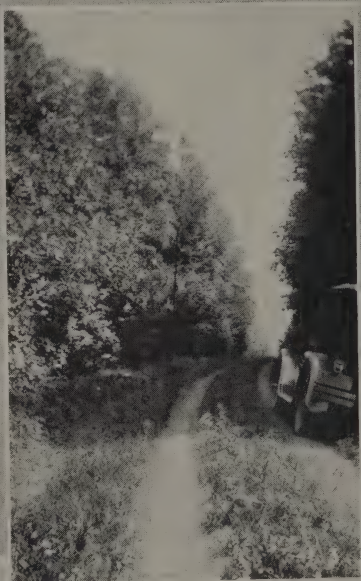




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1. WHERE KITTANNING TRAIL CROSSES THE KINZUA
2. DRINKING at SPRING NEAR INDIAN FORT
3. MOUNTAIN ROAD NEAR INDIAN FORT
4. HIGHEST CHURCH in MCKEAN COUNTY



all times inclined to be hostile. Pressure from the Iroquois seemed to increase as time went on and the Wenrohronon were able to maintain their place only by continuing friendly relations with neighboring tribes who were not members of the Six Nations.

The best authority for what took place in these early times among the Indians of western New York and Pennsylvania is to be found in the record kept by the Jesuit missionaries known as the *Jesuit Relations*. We are told in these records for the year 1639 that there was a Neutral Nation, with whom the Wenrohronon had long been on friendly terms, that occupied the territory immediately east of Niagara River as far as the watershed of the Genesee and south to the northern extremity of Lake Erie. So long as this neutral nation and the Wenrohronon were in accord the latter were safe from the warlike Iroquois. About this time, 1639, the neutral nation, probably from fear of offending the Iroquois, severed relations with the Wenrohronon, which left this nation at the mercy of the Seneca and other tribes. The Wenrohronon quickly realized the danger of their position and sent messengers to the Hurons; they were received kindly and their proposals given favorable consideration. The Hurons at first showed fine hospitality; the best in food and shelter was offered the guests. But the Wenrohronon had an even more relentless enemy than the Iroquois; there was an epidemic sweeping away hundreds. The scant record remaining of this disease would indicate that it was smallpox.

In the *Jesuit Relations* of 1647 it is explained that there then resided on the southern shores of Lake Erie certain tribes forming the "Nation du Chat," or nation of the cat (or panther). These tribes were the following: Conestoga, Wyoming, the Erie, and the Wenrohronon. Later records, about 1658, fail to mention the Wenrohronon, and it is quite probable that because of the scourge of smallpox in 1639 and 1640 this tribe became too weak to maintain a separate tribal existence and was therefore absorbed by the other tribes of the Cat Nation. There is also a legend that the remnant of the Wenrohronon united and for many years

lived in the town of St. Michel in the Neutral Nation. While living at St. Michel the Wenrohronon were first among the Indians of the region to accept the gospel; the first convert being an old Indian woman who had lost her hearing.

The Jesuits were the missionaries who had come down from Canada. At first they were well received, but after a time rumors were circulated to the effect that the Jesuits were responsible for the smallpox epidemic and, though there was not truth in the story, the position of the missionaries was indeed trying.

From the reports of the *Jesuit Relations*, already referred to, it is probable that the Wenrohronon were a tribe of the Cat Nation; that they lived along the upper reaches of the Allegheny and probably as far east as the west branch of the Susquehanna; also that from war with the Iroquois and from a severe epidemic of smallpox the tribe disappeared about 1650, after making an attempt to move from the war and plague scourged home land. In the later years of their tribal existence the Wenrohronon seemed to have been allied with the Black Minquaas and with this nation crossed the Alleghenies eastward and visited the Delaware valley to trade with the English, Dutch, and other Europeans. At the height of their prosperity as a tribe the Wenrohronon probably numbered 1,500.

A rather grim example of the manner in which history repeats itself may be seen in the methods used by the Iroquois to get possession of the country of the Wenrohronon. The support of the Neutral Nation was withdrawn from the tribe largely because of fear of the Iroquois and of their power. Similarly, the Iroquois 134 years later yielded to a still more powerful and warlike nation and at Fort Stanwix ceded to their white successors the bulk of their possessions in the lake country. True, the formality of sale and legally executed treaty was the course of procedure in 1784, but when the pitifully small amounts paid the Indians are considered in the latter transfer, the seizure of the territory by the Senecas about 1644 and taking possession of much of the same country by the people of Pennsylvania were very

similar transactions. In each, force determined the outcome. Another similarity is to be seen in the loss to the Wenrohronon of their friends and neighbors, the Neutral Nation, which loss caused their utter defeat and, 140 years later, the Iroquois, through the Revolutionary War, lost their ally, the British, which left them helpless to retain or defend their country.

The transition from the régime of the Wenrohronon to that of the Iroquois was rapid. The new nation, or rather group of nations, quickly took the center of the stage in indian life on the American continent. This nation, the Iroquois, was formed as a confederacy of five nations about the year 1600. The tribes or nations uniting in the new organization were the Mohawks, Oneidas, Onondagas, Senecas, and Cayugas. In 1722 the Tuscaroras from Georgia and the Carolinas joined the union, after which the united tribes were known as the Six Nations.

It may be just as well to point out that the union of the Iroquois tribes was not altogether voluntary, but was prompted, some would say even forced, by the pressure of the powerful Algonquin tribes in Canada.

Jacques Cartier reported that an Iroquoian nation occupied all the country between Montreal and Quebec. The hostility of the Algonquins very probably forced the retreat of the Iroquois and subsequent union of the tribes into one powerful nation.

Indian legend has it that the union of the tribes was brought about by their great chieftain, Hiawatha, who taught the arts of civilization. To this great character the Indian attributes qualities little short of miraculous. The date usually given for Hiawatha is 1450; he belonged to the Onondaga tribe, but, because the Indian left no written record, little is definitely known of this great figure in history.

There is some difference of opinion as to the causes which brought together the Six Nations, but there can be no question but that the nation so formed had one of the most remarkable governments in the history of the world.

Students of government may well pause to study the structure of the Iroquois nation. The longer the subject is under consideration, the more we are forced to marvel at the accomplishments of this simple unlettered people. Established about 1600, how few governments of the world today can boast of such antiquity? Defeated and dispossessed of all but a moiety of their lands; separated, living on reservations in Canada and the United States, yet continuing the same tribal and federated form of government as in the zenith of their power. What government in all the annals of civilized man has withstood such a test?

The capital of the Iroquois was at Onondaga, N. Y., where fifty chiefs of the various tribes met to direct the affairs of the nation. Each tribe represented a state and was accorded a certain independent freedom of action.

National fealty was peculiarly bound up in and explained by the social customs and family life. Each tribe was composed of certain families, the Wolf, Bear, Beaver, Turtle, Deer, Snipe, Heron, and Hawk, and these same families were to be found in all the tribes of the Six Nations. Each family was forbidden to marry save outside their own family. A member of the Deer family in one tribe always recognized his own blood relationship with all members of the same family in other tribes. The family tie was very strong. This will explain why, during more than three hundred years of national existence, there were no wars or even serious disputes among the tribes. The thought that, in the event of war, each warrior must fight against his own kin in the other tribes was always a force sufficient to maintain harmony between the various tribes composing the league.

The Six Nations lived under a peculiar dual form of government; in a way there was a close similiarity to conditions obtaining in modern governments. In time of war, it is very common for the nations of the present day to put a military organization composed of men of military training in charge of all matters touching the conduct of the war, but the civil authorities, except in the war area, continue to function. In the confederacy of the Iroquois one set of officers, the sa-



chems, ruled in time of peace. A war chief accompanied the sachem to each council meeting, his duty being to carry out the orders of the sachem. When war, however, was decided upon, conditions were quickly reversed. The chief assumed command and the sachem, if a warrior, took his place in the ranks.

In sharp contrast to the custom in most civilized countries, inheritance among the Iroquois was in the female line. A man's heirs were his brother, that is, his mother's son or it might be his sister's son but never his own son. This law of descent governed even with personal belongings. A great warrior could not look forward to his tomahawk, his bow, or other implement of war or chase passing to his son. Rather would they go to his brother, his sister's son, etc.

A well organized, brave, and aggressive nation, the Iroquois added to their effectiveness as a fighting power by acquiring firearms from the Dutch. With guns and ammunition they were able to stop the onward march of the Algonquin Indians from Canada and soon they were able to drive northward permanently these old-time enemies. A similar fate befell all neighboring tribes, the Neutral Nation was driven off and the Hurons escaped to the middle west and crossed over into Canada. The conquests of the Iroquois extended as far south as Georgia and their westward march was halted only when they came in contact with the equally warlike Ojibways. They were undisputed masters of the great central portion of the country and because of this strategic location the Six Nations were able to wield the balance of power between English and French in their long struggle for supremacy.

In 1609, when Champlain came to the country of Central New York, he joined forces with the Algonquins against the Five Nations. This act was never forgiven and resulted in the Five Nations and later the Six Nations becoming the firm and true friends of the English. The loss to the French of the support of the powerful Six Nations was no small factor in bringing about the loss of Canada to France. It should be remembered in this connection that two of the six

tribes, the Mohawks and Cayugas, influenced by the Jesuit missionaries, did sympathize with the French and actually withdrew to Canada.

At the outbreak of the American Revolution, the Supreme Council of the Iroquois league decided to assume an attitude of neutrality but allowed each tribe to take such independent action as they saw fit. The great majority of the Iroquois sided with the English, all, in fact, save the Oneida and a part of the Tuscarora. At the close of the war, the Mohawk and the Cayuga followed their great chief, Brant, to Canada and the English government settled these two tribes and such others of the Iroquois as supported the English in territory along the banks of the Grand River, Ontario.

While France and England were contending for control and possession of the country, now included in eastern United States and Canada, relations between the settlers and the Indians were far from satisfactory. As early as 1763, while a Penn still served as governor in Pennsylvania, many acts of great cruelty were committed by the Indians on settlers in various parts in the eastern section of the state. In all fairness, these acts of outlawry, kidnaping, and murder were not confined to the Indians. After the close of the Revolution, this feeling of hostility between pioneers and Indians was very much augmented by the English, who still maintained armed garrisons in Ohio. It was comparatively easy to incite the Iroquois against the early settlers, for were not these newcomers, at best, taking their best hunting and fishing grounds?

The experience of the first settlers in the adjacent county of Crawford will typify what was taking place wherever a settlement was made in an exposed or isolated place.

David Meade with his father, Darius, and a small group of pioneers, including Meade's son, John, having read George Washington's report to Governor Dinwiddie, in which the father of his country spoke in praise of the lands in Crawford County along French Creek where the Cussewago enters that stream, decided to migrate from their home near Sunbury and to begin anew in the northwest. The little party

started across the state from Center County, following for a good share of the way after leaving Clearfield the Chinkla-camoose trail. Over long distances, they found it necessary to cut a way through the forest; the route they followed through Clarion, Venango, and Crawford Counties is still known as Meade's trail. *McKnight's History* says this trail passed through "West Reynoldsville, Port Barnett, and Brookville in Jefferson County." It entered Clarion County where the pike does and crossed the Clarion River at Clugh's Riffle. Their goods were packed on horses; there was no wagon road through this part of the state until the opening of the state road in 1803 or 1804.

Soon after the settlement at Meadville was made, the great Seneca chief, Cornplanter, visited the place.

In 1791, Darius Meade, while at work in the field, was captured by two Indian chiefs, Captain Bull, a Delaware, and Conewayando, a Seneca. Meade managed to secure a knife from Captain Bull and a desperate hand-to-hand battle ensued in which Bull was killed, as was also Mr. Meade. Conewayando was so severely wounded that he died a day or two later.

One other incident from the settlement in Crawford County will be sufficient to illustrate the danger in the everyday life of the pioneers.

Cornelius Van Horn, a friend of David Meade's, was persuaded by the latter to join the settlement on French Creek. While at work with two other men, Thomas Roy and a Mr. Gregg, on the island opposite Meadville, Van Horn, in the absence of the others at dinner, was captured. A little later Roy was also captured and Gregg was killed trying to escape. The two men, Roy and Van Horn, were taken to Conneaut Lake, a distance of ten miles, where Van Horn was tied to a tree, but, when the chief who was assigned the task of watching him fell asleep, he managed to loosen the bands that held him bound to the tree, though he was unable to loosen his hands, which were tied together, until he reached Meadville. The entire settlement at Meadville was compelled to go to Franklin to be within the protection of the

fort there. Roy was taken by his captors to Sandusky, Ohio, where he was recognized by an English trader who purchased his liberty from the Indians with a keg of whisky.

With outrages such as these being perpetrated wherever the Indian found the opportunity, we can a little more easily understand the saying commonly accepted among the pioneers that "The only good Indian was a dead Indian."

Even with seemingly endless cruelties of the Indians in mind, we cannot recall some of the acts of revenge of which the individual settlers were guilty without a feeling of shame. In 1763 the English General, Amherst, then in charge of all troops in the colonies, ordered Colonel Bouquet, when he was about to march to the relief of Fort Pitt, that he should take no prisoners and that he should endeavor to inoculate the Indians with smallpox to extirpate this execrable race."

To complete the picture of utter savagery on the part of the colonists, it is only necessary to remember that in 1756 Governor Morris, of Pennsylvania, issued a proclamation offering a bounty for Indian scalps, the text of which reads as follows:

For every male Indian enemy above ten years old, who shall be taken prisoner and delivered at any forts garrisoned by the troops in the pay of this Province, or at any of the county towns, to the keeper of the common gaols there, the sum of one hundred and fifty Spanish dollars, or pieces of eight; for every female Indian enemy taken prisoner and brought in as aforesaid, and for every male Indian enemy ten years old, or under, taken prisoner and delivered as aforesaid, the sum of one hundred and thirty pieces of eight; for the scalp of every male Indian enemy above the age of ten years produced as evidence of their being killed, the sum of one-hundred and thirty-four pieces of eight; and for the scalp of every female Indian enemy above the age of ten years, produced as evidence of their being killed, the sum of fifty pieces of eight; and that there shall be paid to every officer, or officers, soldier, or soldiers, as are or shall be in the pay of this Province, who shall take, bring in, and produce any Indian enemy prisoner, or scalp, as aforesaid, one-half of the said several and respective premiums and bounties.

Washington realized that the attacks on settlers, the various acts of outlawry and savagery committed by the Indians, must cease and that it was vital that the power and



authority of the new government should be respected. He saw with the clear vision of the soldier that to insure the safety of the towns along the Allegheny it was necessary to drive the Indians from their strongholds on the upper river, from the region of the present Cornplanter and Salamanca reservations and also from the well-established towns and villages in southern New York and along the upper reaches of the Susquehanna.

Washington's plan was a comprehensive one. General Sullivan, with an army of 5,000, was sent into the valley of the Mohawk and the upper Susquehanna to put an end to the outrages of the Indians and Tories. A very thorough job was done; the little army was divided into several commands and these swept Tories and Indians ahead of them as they covered the country. The chief battle of the Sullivan expedition took place near the present city of Elmira. At a bend in the Chemung River, 1,500 Tories and Indians made their stand. In this little army opposing Sullivan and the Americans, were Joseph Brant, the great chief of the Mohawks, Johnson and the Butlers among the Tories. The Americans were victorious. All property of the Senecas and Cayugas was destroyed in the area traversed by the army and the Indians were compelled to retreat farther north. They returned after a year or two to their old homes, but never forgot their defeat and the severe punishment meted out to them in the Sullivan expedition.

Another region wherein the Indians caused much trouble was along the Allegheny River. The Seneca and Muncy Indians lived in villages along the river practically from Pittsburgh to its source; the Muncies living in Armstrong, Indiana, and Westmoreland Counties and eastward, the Senecas distributed widely in all the counties of north-western Pennsylvania.

A little earlier in history than the period of which we write, the capital of the Senecas was at the little town of Naples, in Ontario County, New York. But the Senecas had defeated or absorbed the Neutral Nation, the Wenrohronon, the Eries, and adjacent Muncy groups, and had greatly

extended their territory into Pennsylvania. At the close of the Revolution the headquarters of the Senecas had also shifted southward to the new location on the upper Allegheny in the section now occupied by the Cornplanter and Salamanca reservations. From these strongholds it was comparatively easy for the Indians to raid the lower towns and settlements along the river. The approach was made either by canoes on the river or over the great Kittanning trail.

Washington decided to send a second expedition against these Indians, which was to coöperate with General Sullivan in his attack against the tribes along the Susquehanna, the Chemung, and in southern and central New York.

Colonel Daniel Broadhead was selected by Washington to lead in the campaign against the Indians in the upper Allegheny region. Before reading the report of this officer to General Washington it is well to keep in mind that the object the commander-in-chief had in mind in planning the Sullivan as well as the Broadhead expedition against the Indians, was similar from a military standpoint to that of Sherman's march to the sea. Washington planned not only that the Indians should be defeated but, what was more important, that their villages should be burned, growing crops and stores of grain and all food supplies should be wholly destroyed in order that the offending tribes must move farther away from the settlements. The report of Colonel Broadhead in its entirety is appended, since it deals in some detail with places included in the scope of this work:

PITTSBURGH, Sep'r. 16th, 1779

*To His Excellency General Washington*

DEAR GENERAL:

I returned from the expedition against the Seneca and Muncy nations the 14th inst, and now do myself the honor to inform you how far I have succeeded in prosecuting it.

I left this place the 11th of last month with six hundred five Rank and File, including militia and volunteers and one month's provision which except the live cattle was transported by water under the escort of one hundred men to a place called Mahoning about 15 miles above Fort Armstrong where after four days detention by excessive Rains and

the straying of some of the cattle, the stores were loaded on Pack horses, and the troops proceeded on the march for Caawago on the path leading to Cushcushing; at ten miles on this side of the town, one of the advanced guards consisting of fifteen white men including the spies and eight Delaware Indians, under the command of Lieut. Hardin of the Penn's Reg't, whom I have before recommended to your excellency for his great bravery and skill as a partisan, discovered between thirty and forty warriors coming down the Allegheny river in seven canoes. These warriors having likewise discovered some of the troops immediately landed stript off their shirts and prepared for action, and the advanced Guard immediately began the attack. All the troops except one column and flankers being in the narrows between the river and the high hill were immediately prepared to receive the enemy, which being done, I went forward to discover the enemy, and six of them retreating over the river without arms, at the same time the rest ran away leaving their canoes, blankets, shirts, provisions and eight guns, beside five dead and by the signs of blood several went off wounded, only two of my men and one of the Delaware Indians (Nanonland) were wounded and so slightly that they are already recovered and fit for action. The next morning the Troops proceeded to Buchloons,\* where I ordered a small breast-work to be thrown up of felled Timber and fascines, A captain and forty men were left to secure our baggage and stores, and the troops immediately proceeded to Conewago\* which I found had been deserted about eighteen months past. Here the Troops seemed much mortified because we had no person to serve as a guide to the upper Towns, but I ordered them to proceed on a path which appeared to have been travelled on by the enemy some time past and we continued marching on it about twenty miles before any discoveries were made except of a few tracks of their spies. But immediately after ascending a high hill we discovered the Allegheny river and a number of corn fields, and descending several small towns which the enemy had deserted on the approach of the Troops. Some of them fled just before the advanced Guards reached the Towns and left several Packs of Deer skins. At the upper Seneca Towns we found a painted image or war post clothed in dog skin, and John Montour told me this Town was called Yoghroonwago, besides this we found seven other towns, consisting in the whole of one hundred and thirty Houses, some of which were large enough for the accommodation of three or four Indian families. The Troops remained on the ground three whole days destroying the towns and corn fields. I never saw finer corn although it was planted much thicker than is common with our farmers. The quantity of corn and other vegetables destroyed at the several towns, from the best accounts I can collect from the officers employed to destroy it must certainly exceed five hundred acres which is the lowest estimate, and the plunder taken is estimated at 30 M dollars, I have

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\* Buchloons, Irvine town; Conewago, Warren; Mahusquechukoken, village twenty miles above Venango on the Allegheny.

directed a sale to be made of it for the benefit of the Troops. On my return I preferred the Venango Road, the old town of Conewago,\* Buchloons\* and Mahusquechilsoken,\* about 20 miles above Venango, on French creek, consisting of 35 large houses were likewise burnt. The greatest part of the Indian houses were larger than common, and built of square and round logs and frame work. From the great quantity of corn in new ground and the number of new houses built and building it appears that the whole Seneca and Muncy nations intended to collect to this settlement which extends about eight miles on the Allegheny River between one hundred and seventy and two hundred miles from hence, the River at the upper Towns is little if any larger than Kiskaminetas Creek. It is remarkable that neither man or beast has fallen into the enemies hands on this expedition, and I have a happy presage the counties of Westmoreland, Bedford and Northumberland, if not the whole western frontiers will experience the good effect of it.

Too much praise cannot be given to both officers and soldiers of every corps during the whole expedition, their perseverance and zeal during the whole march thro' a country too inaccessible to be described can scarcely be equalled in history. Notwithstanding many of them returned barefooted and naked they disdained to complain, and to my great mortification I have neither shoes, shirts, blankets, Hats, stockings nor leggins to relieve their necessities.

On my return here I found the Chief of the Delawares, the principal chief of the Hurons and now the king of the Maquichee tribe of the Shawanese, is likewise come to treat with me; about 30 Delawares warriors are here likewise ready to go to war, but I have nothing to encourage them with, and without the means of paying them I cannot send them out. The Troops here have at least nine months pay due them and there is neither money nor paymaster to discharge the arrearages.

A majority of my Regt. are now discharged and the term of the two Raugny companies of Westmoreland expired so that I shall be weak in troops to prosecute an expedition which by your permission I would be happy to make against Detroit, taking the Shawanese in my way. I should be happy to have your permission to make occasional excursion against any of the Indian nations who may hereafter prove inimical to us, as sometimes a favorable opportunity may be lost before I can be favored with your particular orders. Likewise to know your pleasure in regard to the Senecas and Muncies should they in their great distress sue for peace I have before taken the liberty to give you my opinion respecting them, and the pairings of scalps and the hair of our countrymen at every warrior's camp on the path are new inducements for revenge.

I am informed that Col. Clark who took Post St. Vincent is making peace and war with the natives. I am not informed how far your Excellency has authorized him to do so and apprehend the worst consequences to this frontier should either Col. Clark or myself enter into a treaty of

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\* Meadville.



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## INDIANS

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peace with one of the Indian nations and the other break it, and by my instructions I am confined to the immediate command of the Troops here, I can take no step to prevent such a profitable event but humbly entreat you to do it.

The Wyandotts and the Maquickees tribe of the Shawanese promise very fair, and I have promised them peace provided they take as many prisoners and scalps from the enemy as they have done from us and on every occasion join us against the enemies of America, which they have engaged to do so.

The two soldiers I sent express to Genl. Sullivan are not yet returned, and I apprehend they have fallen into the enemy's hands.

A few Indian Goods, Paint and trinkets at this juncture would enable me to engage the Delawares to harrass the enemy frequently.

The bearer, Capt. McIntire, has some private as well as public business to transact in Philada. I have therfore ordered him to proceed to Head Quarters and he will have the honor to wait on you with this letter.

I have the honor to be with the most perfect regard and esteem, Your Excellency's most

Obed't, Serv't

D. BROADHEAD.

The success of the Broadhead and Sullivan expeditions was very gratifying to General Washington, but because troops could not be permanently spared from the army while the war of the Revolution was being carried on, the results to the country were not so lasting as had been hoped for. The Indians had sustained serious loss of life, particularly through the Sullivan expedition, and the loss in villages burned and crops and other property destroyed was very great in both campaigns. Throughout the war the Indians generally fought with the Tories and British. And the losses they sustained in these two expeditions sent against them by Washington increased the feeling of animosity and hatred towards the settlers which continued on after the close of the war in 1783.

The scenes change with the close of the Revolution. Prior to that conflict, in the years following the French and Indian War, the burden of holding the Indians in check rested with the British and, as seen in the foregoing incidents of the time, warfare was carried on ruthlessly. After the war the several newly organized states, acting under the Articles of

Confederation, held and exercised the larger share of governmental responsibilities and power. Pennsylvania carried on negotiations directly with the Indians. At this time the powerful Iroquois, controlling as they did all the country from the Great Lakes to Georgia and from the Hudson to the Mississippi, totaled less than 12,000. It was easy to believe that so meager a population could really use but a small part of this great territory. The Indian believed otherwise, but was willing to sell a part of his land for guns, ammunition, ornaments, and whisky.

What really took place was that two quite different civilizations were in conflict, and the struggle was at all times more fiercely contested than would appear on the surface. It is said that on the frontier during the long period of the development of the nation that a hunter resented new neighbors, not that he was inhospitable or disliked the society of his fellow men, but rather that the advent of neighbors by decreasing the supply of game made it more difficult for him to earn a livelihood as a hunter. Similarly, the Indian viewed with alarm the approach of the white settler. As the settler cleared the fields, built roads, or worked in the forests felling the great trees, the Indian must move on in search of new hunting grounds.

To the credit of the founders of the Republic it should be remembered that both state and national governments approached the problems of the time on a much higher plane than had been the custom under English or French rule.

When Washington became President in 1789, one of the greatest problems before the country was the settlement of disputes with the Indians, chiefly in Ohio and Pennsylvania. The latter state had purchased from the Six Nations all their lands in the state by the treaty of Fort Stanwix in 1784, and in the following year a deed was secured from the Delawares and the Wyandots conveying to the state all claims these tribes had in the territory given by the treaty of Fort Stanwix the previous year.

The situation appeared to be that though the Indians had sold all title to lands in northwestern Pennsylvania, yet

almost open warfare was carried on against the outlying settlements along the Allegheny and in the more remote ones along French Creek in Crawford County. The lives of settlers were nowhere safe. McKean County escaped these depredations merely because the county had not yet been settled.

With the coming of peace at the close of the War of the Revolution the whole nation looked forward with confidence to the development of the country. Congress in 1787 organized the Northwest Territory, from which later the states of Ohio, Indiana, Illinois, Michigan and Wisconsin were formed.

General Arthur St. Clair, a veteran soldier of the Revolution, was appointed governor of the new territory. A conference with representatives of the Six Nations, Wyandotts, Delawares, and other tribes having claims and occupying parts of the Northwest Territory, was held at Fort Harmar on the Ohio River in 1789. A treaty was entered into in accordance with which large portions of the territory were ceded to the United States. Unfortunately, however, the Indians denied that their representatives acted with due authority and refused to recognize the binding force of the treaty. There can be little doubt but that the unfriendly attitude of the Indians and subsequent warfare was largely the results of propaganda spread among them by the English traders who maintained for several years trading posts throughout the Northwest Territory.

The Indians were not slow in starting hostilities and marauding expeditions were sent against many outlying settlements.

General Josiah Harmar, with a mixed force of cavalry and infantry totaling about 1,500 men, was sent to pacify the Indians. The little army left Fort Washington (Cincinnati) in 1790. In September of that year, after his troops had inflicted much damage in way of destruction of property, he met in battle the Miami Indians, but his army was severely defeated. He retreated to Fort Washington.

Promptly on receipt of news of Harmar's defeat, Washington selected to lead another expedition against the Indians

in Ohio General St. Clair. The army, with St. Clair in command, started from Fort Washington in October, 1791. On November 4th, St. Clair and his forces were ambushed and defeated with great loss of life. A report of the battle showed that nearly one-half of the command was left dead on the field. The remainder fled in great disorder. The Indians in this conflict were led by the Miami chief, Little Turtle, and by the Seneca chief, Blue Jacket. The attack was made at night and St. Clair's camp was poorly arranged to withstand or prevent surprise attack, though this was the very danger warned against when St. Clair was leaving Philadelphia only a few weeks before. The effect throughout the country of this second defeat was disheartening.

The Indians became boastful and arrogant. The British traders and sympathizers gave them encouragement and assurance that they would furnish whatever aid was necessary. During this period of peace, England actually did invade the United States and built near Toledo a stockade as a means of convincing the Indians that England was about to declare war.

In this crisis Washington again turned to one of his tried veteran generals of the Revolution. A new expedition was at once planned and General Wayne (Mad Anthony), of Stony Point fame, was placed in command.

The new commander had to build up his army. There were only a few veteran soldiers available, the remainder of the four or five thousand men needed must be recruited, and Wayne was careful to see that his little force was thoroughly trained. He was not satisfied to follow the ordinary manual of arms, but taught all soldiers to load their guns while running at top speed and to yell like Indians when making a bayonet charge.

It was not until October, 1793, that Wayne and his command were ready to take the field. The winter of 1793-94 was spent in a new fort they had built and named Fort Greenville, eighty miles north of Cincinnati. In the spring, a force of 1,400 mounted militia arrived from Kentucky. Active operations were begun in July and the chief engage-



ment of the campaign took place August 20th, at a point a few miles from Fort Defiance. The result was a disastrous defeat of the Indians; nine of their chiefs were killed in this battle. Their power was broken and not until Pontiac's conspiracy in 1811 did the settlers experience any further trouble from them.

A treaty was made with the Indians at Greenville, Ohio, by the terms of which 25,000 square miles of Ohio territory and all of Pennsylvania west of the Allegheny River were ceded to the general government. This territory was developed rapidly in the years following and the settlers were never again seriously disturbed by the Indians.

Great honors were accorded General Wayne on his return to Philadelphia by President Washington and Congress. John Jay had negotiated a treaty with Great Britain in 1796 by which the military posts referred to in a preceding paragraph were transferred to the United States. Wayne was selected to receive the surrender of the military posts. After accepting these for the nation, Wayne on his way home stopped at Presque Isle (Erie), where he became ill and died after a very brief illness. He was buried at the foot of the flagstaff at the fort there, but his body was removed in 1809 to St. David's churchyard, Radnor, Pa.

Wayne's services to his country in the stormy days of the Revolution were of the highest rank; his capture of Stony Point alone would make his name live for all time in American history, but the work accomplished in his campaign in the northwest was of lasting value to the nation and of the greatest importance to all northwestern Pennsylvania.

The Indians living in the upper Allegheny country soon found permanent homes on reservations assigned. The reservation at Cornplanter was given to the great Seneca chief of that name for services rendered the commonwealth in the conference at Fort Stanwix and for his many services to state and nation during his long and eventful life. The tract given is one-half mile wide by two and one-half miles long; it is situated about five miles above the town of Kinzua and on the opposite bank of the river. The plot extends two and

one-half miles along the river and is now apparently all on the right bank, though during the life of Cornplanter there is record of his owning lands also on the left bank of the river. The reservation is still occupied and owned by the descendants of the great chief, Gyantwachies or Cornplanter.

Another reservation also assigned to the Senecas is that about Salamanca, N. Y. On this reservation is located the city of Salamanca, of considerable size, having a population of nearly 10,000. In a sense, Salamanca is a "foreign" city, its status being very similar to the cities in China populated by Europeans and Americans and known to the Chinese as the "Foreign Quarter." Salamanca is built on land owned by the Indians, and the citizens of the town must pay rent to the Senecas or other surviving members of the Iroquois nation.

The payment of the government rent is an annual affair taking place on the ninth day of August and is attended with some little ceremony. Uncle Sam confesses he is a renter, or, in other words, that the Iroquois had a good title to the lands taken from them for settlement by the white people.

The explanation given by the late Will Hoag, president of the Senecas and head of the surviving Six Nations, is that

This occasion, which we call Cloth Day, is the result of a treaty with George Washington in 1795, who recognized the claim of the powerful Iroquois to much of the land east of the Mississippi River, and while we agreed to allow the white colonies to grow, George Washington stipulated that we were forever to have certain lands of our own [and that] "as long as the sun shines," "the grass grows green and the water runs down hill," the whites must pay on the ninth day of every August, nine dollars in cash and four yards of red calico to each surviving member of our tribe.

Under this agreement, the amount paid the survivors of the Iroquois Nation by the Department of Indian Affairs is \$54,000 in cash and 24,000 yards of red calico.

This means that there are 6,000 of the nation surviving and most of these are Senecas.

Speaking further, Mr. Hoag went on to say:

We are a free people, owning 87,000 acres, a nation within the United States, yet separate from it. . . . The treaty with Washington gives us

the right to have our own government and to collect taxes from the white men who come to live within our present borders.

Salamanca is probably the only city in the country that pays rent to the Indians. The lease held by the city runs for ninety years, when it must be renewed.

The taxes paid range from about \$5 for a small householder to \$150 for the large business houses. The Indians charge \$2 for hunters not members of their tribe who wish to hunt in their reservation. Such a license is good for a twelve-mile strip one-half mile back from either bank of the Allegheny River.

There are about 2,800 lots and other pieces of property occupied by stores, dwellings, and factories that pay annual rental to the Seneca Indians. Up to 1909 rents were collected by the Indians themselves. A president or treasurer was selected by the tribe and this officer had charge of the collection of rentals, etc. The system used by these Indian officers was very simple. The collector carried a small note book in which was written the names of all rent payers and the amount of rent to be paid set opposite each name. When the money was paid over the record was marked "Pd." but no entry made as to date or other details. Finally, complaints became so numerous that in 1909 Congress passed the Ryan Act, under which it required that the special Indian agent at Salamanca take over the records and collect these rentals.

There is an astonishing lack of information regarding the Indians in all parts of the country. It is not infrequent to meet men and women otherwise intelligent who think of the Indian as a mythical character that years ago roamed the woods in some distant part of the country, but seldom is the aborigine supposed to have lived in the very part of the country where we now have our homes.

The reason for this very common lack of knowledge of Indians and of Indian life are not far to seek. The Indian left but scant record of the actions of individuals or tribes. Picture writing, the method used by so many tribes, was vague and indefinite, being very difficult to interpret by

later generations. He left few permanent structures of any kind. There are a few earthworks in widely scattered localities, many of which are undoubtedly the remains of stockades or forts. Other more extensive mounds are very difficult to understand or to even determine their approximate age.

The very valuable work in the way of research in language, fiction, and legends of the Indians that has been carried on for years under the direction of the Bureau of American Ethnology, is a most important contribution to available knowledge on these subjects. The work of Jeremiah Curtin in collecting fiction, legends, and stories has been of the greatest value.

At the close of the American Revolution all northwestern Pennsylvania was occupied and settled in a permanent way by Indians, many of the Indian towns and villages being succeeded by towns built by the white settlers.

The present town of Tionesta is built on the site of the Indian town of Cushcushing; Irvineton occupies the site of Buchloons; Franklin, the site of Venango; Kittanning is also Indian in origin. "Kit" in Delaware means great and "hanna" means stream or river. The Seneca name for the Allegheny River was Ohio; the French called it La Belle Rivière. In colonial days, where the Conewango enters the Allegheny, was located the important Indian town of Conewango. Farther up the river Indian villages were to be found near Kinzua, Cornplanter, and Red House.

It would be a mistake to conclude that all Indian towns were along the river. The remains of Indian forts or stockades near Kane clearly shows that the region roundabout the town was a center of Indian life and activity as well as being the home of a prehistoric race. Leeson says, in his *History of McKean County*:

Near Kane are other souvenirs of prehistoric times, and in other sections [of McKean County] evidences of possession by an unknown race are not wanting.

The more southern portions of the state were settled by the pioneers while the Indians were still in possession and in



residence, and there is therefore much more extensive record of the Indians and their villages in these counties than in the more northerly region, including McKean County.

The first settlements in McKean County were about the year 1804, or twenty years after the treaty of Fort Stanwix, by the terms of which the Six Nations had sold all claims to land in the county. When the settlers came to McKean, therefore, no Indians were to be found; they had moved out and their appearance was only occasional in hunting parties or traveling from one place to another. It was quite easy for the early settlers in the northern tier counties to believe that Indians even in the heyday of Indian power made their homes only in certain well-known towns along the river as at Buchloons, Conewango, and above Kinzua, and that they used the remaining countryside merely for hunting and fishing. Mounds and earthworks in Elk County near Kane indicate clearly that this region along the Tionesta was a center of population, and like towns farther south were stockaded or fortified.

The stockade was a means used by the Indians in prehistoric times to protect or fortify towns and villages. The construction consisted in strong poles three to five inches in diameter driven into the ground firmly and the tops pointed and leaning outward. Around the base a ditch was dug the earth therefrom being thrown up around the base of the stakes. There was, therefore, a ditch and bank running entirely around the fortified place and it is these ditches and embankments that are found in the vicinity of Kane today, the stakes having long since disappeared. It is also interesting to note that the stockade disappeared with the advent of firearms among the Indians. The Iroquois were among the first of the red men to use guns, these being obtained from the Dutch traders for the most part.

*McKnight's History* mentions the stockade at Punxsutawney:

Punxsutawney was an Indian town for centuries and, like other towns of the Indian before the white man reached this continent with firearms,

was stockaded. . . . The word "Punxsu" means gnat. The land was a swamp, and alive with gnats, mosquitoes, turtles, etc.

Contact with white civilization has reduced the Indian population from well above a million in the sixteenth century to approximately 406,000 according to an announcement recently made by the Smithsonian Institution. To quote this statement:

The story told by these figures is not a cheerful one. It shows tribe after tribe wiped out by the diseases, the guns, and the dissipations of the white men. A series of great epidemics of smallpox beginning in 1637 seems to have been the most potent factor of destruction. The white men carried the disease wherever they penetrated.

Among the New England tribes, destructive wars, like King Philip's war of 1675-76, with their accompaniment of enslavement and head or scalp bounties, decimated the tribes. The revolt of the Pueblo Indians of New Mexico and Arizona against the Spaniards in 1680 wiped out the two largest pueblos and inaugurated a decline which has continued to the present.

The California Indians dropped from 260,000 in 1769, when the first mission was founded, to 19,000 in 1907.

The Iroquois are one of the few tribes that have increased. They secured firearms before their tribal neighbors and so destroyed many of these tribes, incorporating many of the remnants in their own compact organization.

XX

*Cornplanter*

*True friendship is a plant of slow growth and must undergo and withstand the shocks of adversity before it is entitled to the appellation.*

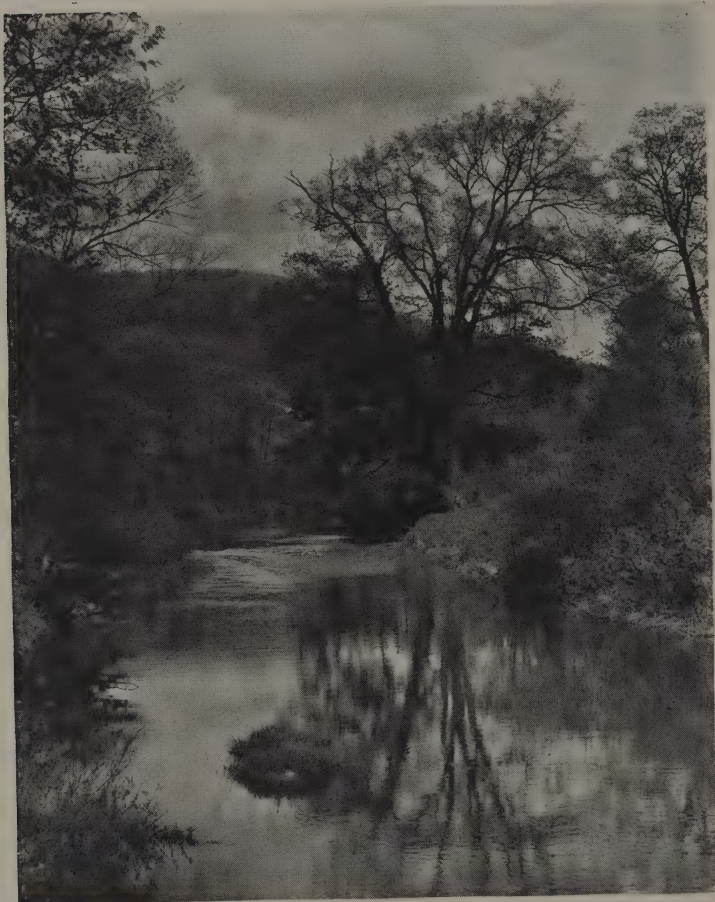
—WASHINGTON.

NO story, however brief, of the Indians in this section would be complete without some mention being made of Cornplanter, the great Chief of the Senecas.

It is of some interest to note that Cornplanter and Washington were born in the same year, 1732. Fate brought these great leaders together many times in peace and war. Their first meeting was at Braddock's defeat, when the youthful chieftain led a party of Senecas and fought on the side of the French. Many stories are told of the part played by Cornplanter in this battle; he is quoted as saying afterwards that he had shot at Washington at close range and expressed the opinion that there was no bullet made that could kill him.

Cornplanter was a half-breed, the son of a fur trader, John O'Bail, and a full-blooded Seneca woman. He was born at Ganawagus on the Genesee River in New York. Little is known of his early life, but in later life he wrote to the Governor of Pennsylvania so interesting a letter of his youth that it is worth noting:

When I was a child I played with the butterfly, the grasshopper and the frogs; and as I grew up I began to pay some attention and play with the Indian boys in the neighborhood and they took notice of my skin being of a different color from theirs, and spoke about it. I inquired from mother the cause and she told me my father was a resident of Albany. I still ate my victuals out of a bark dish. I grew to be a young man and married a wife and I had no kettle or gun. I then knew where my father lived and went to see him, and found he was a white man and spoke the English language. He gave me victuals while I was at his house, but when I started to return home he gave me no provisions to eat on the way. He gave me neither kettle nor gun.



SUGAR RUN *near* KINZUA



Cornplanter could not write, so that this very human letter to the Governor, as well as many other letters and documents of which he was the author, were undoubtedly dictated to a secretary or interpreter.

As mentioned in previous paragraphs, he was with the French in the French and Indian War, and it is generally agreed that Cornplanter was at Braddock's defeat, though on this point there is some difference of opinion. He was very reticent in later life and if questioned was almost sure to lapse into silence and remain very uncommunicative.

During the Revolution he was a leading chief of the Six Nations and fought against the colonies. He is believed by most historians to have been present at, if not an actual participant in, the Wyoming Massacre. He fought against General Sullivan in the campaign in 1779 and a year later, with Brant, he led the Senecas in the raid through the Mohawk Valley. In this expedition he took his own father prisoner. After keeping him among the prisoners for nearly a day's march, he had the old man brought before him and spoke as follows:

My name is John O'Bail, commonly called Cornplanter. I am your son. You are my father. You are now my prisoner and subject to the custom of Indian warfare; but you shall not be harmed. You need not fear. I am a warrior. Many are the scalps I have taken. Many prisoners have I tortured to death. I am your son. I was anxious to see you and greet you in friendship. I went to your cabin and took you by force; but your life shall be spared. Indians love their friends and their kindred, and treat them with kindness. If you now choose to follow the fortunes of your yellow son and to live with our people, I will cherish your old age with plenty of venison, and you shall live easy. But if it is your choice to return to your fields and live with your white children, I will send a party of trusty young men to conduct you back in safety. I respect you, my father. You have been friendly with Indians and they are your friends.

But the father chose to return to his white children, his home, and the ways of civilization.

From the close of the Revolution to the close of his long life in 1836 there was no chief among the Iroquois who held a position of greater authority or trust among the Indians.

Among the white settlers and in state and nation Cornplanter was the outstanding leader of his people. Washington was his firm friend and he also numbered among his friends the leading men of the country. He accepted the result of the Revolution and recognized in the new government of the United States the power with which the Indians must deal in the future. In the disturbed conditions following the close of the war the Indians needed just such a leader; his influence was always powerful for sobriety and for peace. When the Indian attacks were being made all over northwestern Pennsylvania from 1791 to 1794, Cornplanter was very active befriending the settlers. Many a village or isolated farm home had warning of a contemplated Indian attack through the great chief of the Senecas, and it is pleasing to note that today, after the lapse of generations, the name of Cornplanter is honored and remembered as the true friend of the white settlers. It must not be supposed that he was half white in his sympathies or viewpoint. It could just as truly be said of him that he was intensely loyal to every real interest of his tribe and nation. He merely had a clearer vision of the future growth of the United States and he saw, as no other chief of his generation, that the future welfare of the Indians depended upon the maintenance of right relations with this rapidly growing nation.

When the crude and difficult means of travel of the time are considered, it is amazing to realize the long journeys taken by Cornplanter. He was at Braddock in 1755; at most of the battles of the Revolution in which the Indians took part; in Philadelphia in 1790 on a mission for his tribe. Cornplanter was at the great meeting at Fort Stanwix (now Rome, N. Y.) in 1784. In 1789 he made a trip to Fort Harmar on the Ohio River, when, at the meeting there held between the representatives of the government and Indians, he used all his great influence to have the treaty agreed to which ceded to the United States government a large portion of the State of Ohio. This treaty was very unpopular with the Senecas and Cornplanter came in for severe criticism for the part he played in the conference. He also attended the

meetings September 15, 1797, and July 30, 1802, in which further treaties were made with the Iroquois. Activity in all of these meetings made Cornplanter unpopular for a time with the Senecas and gave his rival, Red Jacket, the opportunity he wanted to secure control of the war parties of the Seneca tribe. Red Jacket, however, with all other Indians was so severely defeated by Wayne at Fallen Timbers that the wisdom of Cornplanter's advice became apparent and the latter soon regained the confidence of his tribe. It seemed that wherever there was danger of an outbreak of war between the red men and the government, there Cornplanter was sure to be active to prevail on the Indians of all nations, but particularly the Senecas, to refrain from hostilities. When General Wayne, in preparation for his coming campaign with the Indians, was training his army at Legionville below Pittsburgh on the Ohio, Cornplanter paid him a visit and afterward, with a few companions, made an extended but fruitless trip through southern Ohio. In this trip he used every effort to persuade the chiefs of the various tribes of the futility of further warfare with the armies of the new republic, but the recent defeats of Generals Harmar and St. Clair made the red men confident of success, and Cornplanter had to turn home from this very dangerous journey without having accomplished anything in the cause of peace.

There are records of many other journeys by Cornplanter to distant parts of the country, such as Meadville, Conneaut Lake, and another visit to Washington just before he retired from the presidency. When it is remembered that most of these trips had to be made on foot through the forest, sometimes, as in southern Ohio, without even Indian trails to follow, we are amazed at the physical strength and endurance of the man.

The Indian wars concluded and peace finally established, Cornplanter retired to the tract above Kinzua which had been given him by the government. Here we find him acquiring some of the ways of civilization, for he built a substantial home and sawmill. The government learning that





1. A DESCENDANT *of* CORNPLANTER

2. FAMILY *of* CORNPLANTER INDIANS



he had a stock of boards at his mill and wishing to be of assistance, sent him an offer for the lumber. Cornplanter's reply reflects his continued interest in temperance. The letter follows:

GENESADEGO, 3d December, 1795

I thank the States for making me such kind offers. We have made peace with the United States as long as watter runs, which was the reason that I built a mill in order to suport my family by it. More so, because I am geting old and not able to hunt. I also thank the States for the pleashure I now feel in meeting them again in friendship, you have sent a man to make a bargain with me for a certain time which I do not like to do. But as long as my mill makes boards, the United States shall always have them in preference to any other, at the market price, and when you want no more boards I can't make blankets of them. As for the money you have sent, if I have not boards to the amount, leave it and I will pay it in boards in the spring.

I thank you kindly for the things you have sent me. I would thank Major Craig or Col. Butler to let Col. Pickering and General Washington know that there is a grate deal of damage done in this country by Liquor; Capt. Brant has kiled his son and other chiefs has done the same, and when the drink was gone and they began to think of the horid crime they had comited, they resigned their command in the Nation; two chiefs has been kiled, the one at Fort Franklin the other at Genesee. I have sent a speech to the States conserning the Chief killed at Franklin, and has been waiting all summer to receive pay for him, but can see no signs of its coming. I am by myself to bear all the burden of the people. Now father take pittty on me and send me 40 dollars worth of black Wampum and 10 of white; and I expect to see it in two months and an half, as I must make new Chief with it again that time, to help me. I wish to hear from my son and what progress he is making in his learning, and as soon as he is learned enough I want him at home to manage my business for me. I will leave it all to my father, Gen. Washington, to judge when he is learned enough. My compliments to my father and the United States and I wish it was possible for me to live forever in the United States.

his  
CAPT. X. O. BEAL  
mark

When war again broke out between Great Britain and the United States in 1812, Cornplanter came forth from his beautiful home at Jennesedaga on the Allegheny and at

Franklin offered himself and nearly two hundred warriors to join with the Americans in the defense of Erie and the lake. The offer could not be accepted and Cornplanter and his followers were much disappointed. It is a matter of record, however, that a number of Senecas did see active service on the American side in the war; among these were Cornplanter's son, Major Henry O'Bail, and Half-Town, Cornplanter's brother.

Among the prominent men who paid a visit to the sage of Jennesedaga was Timothy Alden, president and founder of Allegheny College, and no one has written more interestingly of the place or of the man.

Jennesedaga, Cornplanter's village, is on a handsome piece of bottom land, and comprises about a dozen buildings. It was grateful to notice the agricultural habits of the place, and the numerous enclosures of buckwheat, corn, and oats. We also saw a number of oxen, cows, and horses, and many logs designed for the sawmill and the Pittsburgh market. Last year, 1815, the Western Missionary Society established a school in the village, under Mr. Samuel Oldham. Cornplanter, as soon as apprised of our arrival, came over to see us, and took charge of our horses. Though having many around him to obey his commands, yet, in the ancient patriarchal style, he chose to serve us himself, and actually went into the fields, cut the oats and fed our beasts. He appears to be about 68 years of age, and 5 feet 10 inches in height. His countenance is strongly marked with intelligence and reflection. Contrary to the aboriginal custom, his chin is covered with a beard three or four inches in length. His house is of princely dimensions compared with most Indian huts, and has a piazza in front. He is owner of 1,300 acres of excellent land, 600 of which encircle the ground plot of his little town. He receives an annual stipend from the United States of \$250.00. Cornplanter's brother, lately deceased, called the prophet, was known by the high sounding name Guskukewanna Konnediu, or large Beautiful Lake. Kinjuquade, the name of another chief, signified the place of many fishes; hence probably the name of Kinjua.

Cornplanter died at the town since known by his name February 18, 1836. His estate is still in the hands of his descendants, about fifty in number. These Indians live in comfortable frame houses and seem quite proud that they are the descendants of the great Cornplanter.

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## CORNPLANTER

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By action of the State Legislature in 1866, Pennsylvania erected a monument at the grave of Cornplanter bearing the following inscription:

Gy-ant-wa-chia, The Cornplanter  
John O'Bail, Alias Cornplanter  
Died  
At Cornplanter Town, Feb. 18, A.D. 1836  
Aged about 100 years

The monument also bears this inscription:

Chief of the Seneca tribe, and a principal chief of the Six Nations from the period of the Revolutionary War to the time of his death. Distinguished for talent, courage, eloquence, sobriety, and love for tribe and race, to whose welfare he devoted his time, his energy, and his means during a long and eventful life.

Among the many visitors to Cornplanter's home in the years prior to the death of the great Chieftain was a young journalist who in later years said:

I once saw the aged and venerable chief and had an interesting interview with him about a year and a half before his death. I thought of many things, when seated near him, beneath the wide-spreading shade of an old sycamore, on the banks of the Allegheny—many things to ask him—the scenes of the Revolution, the generals that fought its battles and conquered the Indians, his tribe, the Six Nations, and himself. He was constitutionally sedate, was never observed to smile, much less indulge in the “luxury of a laugh.” When I saw him he estimated his age to be over one hundred years. I think one hundred and three was about his reckoning of it. This would make him near one hundred and five years old at the time of his decease. His person was much stooped, and his stature was far short of what it had once been—not being over five feet six inches at the time I speak of. Mr. John Strathers, of Ohio, told me some years since, that he had seen him nearly fifty years ago, and at that period he was about his own height, viz.: six feet one inch. Time and hardship had made dreadful impressions upon that ancient form. The chest was sunken and his shoulders were drawn forward, making the upper part of his body resemble a trough. His feet, too, for he had taken off his moccasins, were deformed and haggard by injury. I would say that most of the fingers on one hand were useless; the sinews had been severed by a blow of the tomahawk or scalping knife. How I longed to ask him what scene of blood and strife had thus stamped the enduring evidence of his existence upon his person. But to have done

so would, in all probability, have put an end to all further conversation on any subject. The information desired would certainly not have been obtained, and I had to forego my curiosity. He had but one eye, and even the socket of the lost organ was hidden by the overhanging brow resting upon the high cheek bone. His remaining eye was of the brightest and blackest hue. Never have I seen one, in young or old, that equalled it in brilliancy. Perhaps it had borrowed luster from the eternal darkness of its neighboring orbit. His ears had been dressed in the Indian mode: all but the outside had been cut away. On one ear this ring had been torn asunder near the top and hung down his neck like a useless rag. He had a full head of hair, white as the driven snow, which covered a head of ample dimensions and admirable shape. His face was swarthy; but this may be accounted for from the fact that he was but half Indian. He told me that he had been at Franklin more than eighty years before the period of our conversation, on his passage down the Mississippi, with the warriors of his tribe, on some expedition against the Creeks or Osages. He had long been a man of peace, and I believe his great characteristics were humanity and truth. It is said that Brant and Cornplanter were never friends after the massacre of Cherry Valley. Some have alleged, because the Wyoming massacre was perpetrated by the Senecas, that Cornplanter was there. Of the justice of this suspicion there are many reasons for doubt. It is certain that he was not the chief of the Senecas at this time; the name of the chief in that expedition was Ge-en-quah-toh, or He-goes-in-the-Smoke. As he stood before me—the aged chief in ruins—how forcibly was I struck with the truth of the beautiful figure of the old aboriginal chieftain, who, in describing himself, said he was “like an aged hemlock, dead at the top, and whose branches alone were green.” After more than a hundred years of most varied life, of strife, or danger, of peace, he at last slumbers in deep repose on the banks of his own beloved Allegheny.







XXI

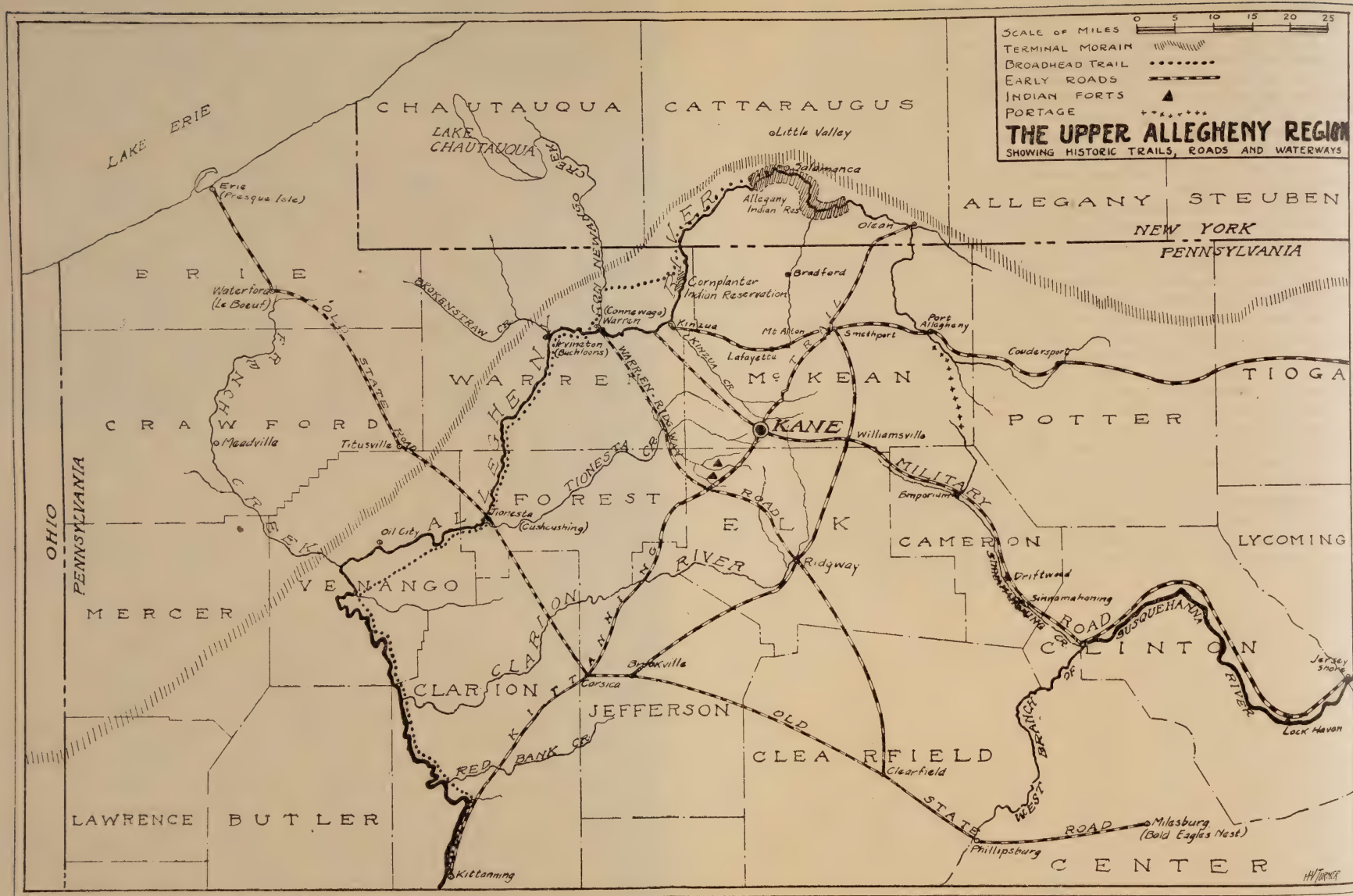
*Indian Trails and Roads*

SOME one has said that Indian trails were bee lines over hill and dale, from point to point. Along these trails, as they crossed the summits of hills or ridges, were open spots where signal fires were lighted to flash a message to some distant point. This method of communication by means of fires and columns of smoke was similar to the manner used throughout Ireland centuries ago, in which country fire signals from round tower to round tower would warn of the approach of Norsemen, Picts, or Scots. By use of the round tower the people of Ireland, ages ago, were merely using a refined or improved way to signal by fire; the narrow vertical opening in the round tower made possible the control of the ray of light so that it could be seen only through a similar opening in another tower miles away. Thus, by a chain of towers news could literally be flashed from one end of the island to the other.

The Indian did not build towers, but he did have well-known paths through the forest and at strategic points where these paths crossed points of vantage it was his custom to use fires almost as effectively as the present day Boy Scout can use a signal flag.

There is a good deal of misunderstanding as to the ability of the red man to make a trail through the forest. When it is remembered that the Indian had no knives, axes, or other metal-edged tools, it is often inferred that the stream, river, or lake must have been the only pathway of the savage.

There is no question but that the watercourses were regularly used for travel from place to place as well as for fishing, but during winter and often at other seasons the canoe was a poor means of travel. Then, too, war was almost the normal condition of life with the Indians, and even in time of peace he was secretive and unwilling to trust himself





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exposed in a canoe on stream or lake. The movements of a canoe cannot easily be concealed and for that reason that mode of travel was not always popular even when the weather made water conditions favorable. The result was that the Indians made no pretense at depending on water routes alone, but had an extensive network of trails leading to all parts of the country.

In making these paths, few trees needed to be cut. In the virgin forest there was scant underbrush, and a footman or even a horse and rider found little difficulty in moving along freely among the trees. Successive inhabitants of the wood took over the trails of their predecessors. Even among civilized men, few things are more permanent than roads and highways over the country. The white man in his road building followed, often, the trail of the Indian, and going one step further back we will find the noble red man quite frequently adopting the path made for him through the forest by buffalo, elk, and deer. These animals in the primeval forest had definite and fixed paths that were followed from year to year. The runways left by buffalo and elk were sometimes deeply cut into the soil and made well-beaten trails for long distances over the countryside. Buffalo Path Run in Union County, along which the buffalo had a runway or path, is a good illustration. The path is still plainly to be seen, though no buffalo has traveled over it for more than one hundred years.

In Pennsylvania generally the Indian kept few horses and seemed to have no knowledge of wagons or carts. Therefore, only a path was needed. Loads were carried from place to place on the backs of horses where horses or ponies were available, but for the most part, the belongings of the Indians were carried in packs and bundles as they journeyed through the woods.

In a measure all this explains why the Indian made straight trails and did not deviate from the course for hills or valleys. Because he carried his load on his back instead of hauling it in a horse-drawn wagon it was not necessary to avoid sharp grades.

Many of the great modern highways follow Indian trails for a major portion of their route and, as suggested, the trail often followed the path of buffalo or deer.

The Kinzua road runs north from Kane to the Allegheny River at Kinzua; the old Kittanning road starting at Onondaga, located on the site of the present town of Pompey near Lake Onondaga, N. Y., thence in a southwestern direction to a point near the present city of Olean, continues into Pennsylvania—the route lay about fifteen miles east of Bradford—through Lafayette and Kane and passes out of the county in the general direction of the Highland road. Both of these roads are examples of highways being built on Indian trails.

Old hunters were quite agreed that the larger animals, buffalo, deer, elk, etc., regularly followed each season the watercourses of the streams to their headwaters. Consequently, the Big Level region was the favorite hunting ground for a good portion of the year, for the big game animals followed their beaten paths along the Kinzua, the Two Mile, the Tionesta, the Sinnemahoning, the Clarion, and the Tunungwant and gathered in large numbers in this section which is drained by all these streams.

There can be little doubt, therefore, that, excepting the many short curves and bends, the present route of the Kinzua road was at one time the well-beaten path of elk, buffalo, and deer, which the Indians and, after them, the white hunters and settlers had but to appropriate.

The Kittanning road is not so good an example of an elk and deer path being developed into a trail and roadway. This great thoroughfare of the Indians was undoubtedly laid out and used by the Seneca and other Indians of the Six Nations as the shortest route between their capital, Onondaga, and Fort Duquesne and the Ohio Valley.

This great Indian trail was seized upon by the settler and for many years was used as a thoroughfare from Olean, N. Y., to Kittanning, Pa. Very early in the century, or about 1805, the trail was changed here and there to avoid heavy grades, notably at Big Shanty hill; it was widened for wheeled

vehicles and was used to convey much of the heavy freight that came up the Susquehanna and Sinnemahoning by water from Baltimore and Philadelphia and destined for settlements in the northwestern counties.

This overland traffic from the east followed the Kittanning road through or over the present town of Kane as far as Corsica in Jefferson County, where it met the old state road built in 1795 from Bald Eagles Nest (Milesburg) to Waterford and Erie.

Much of the naval equipment for Perry's fleet on Lake Erie moved over the Kittanning road south through Kane to Corsica, thence over the old state road to Erie. This fact may offer an explanation of the finding of cannon balls in excavating for the foundation of the Pennsylvania Railroad car shops in 1864. The reason for the apparently circuitous route followed, that is, by way of Olean, was to avoid the old state road east of Brookville, which had many streams to cross without bridges and for a good share of the way was poorly laid out over low swampy land.

When the Kittanning road was first used by the white settlers, it would be more proper to speak of it as a trail, running almost in a straight line from Olean, N.Y., to Kittanning, Pa., it followed, of course, the great "Main Road" of the Iroquois Indians. This famous trail was almost as straight through the forest as the famous railroad between Leningrad and Moscow, which by order of the Russian emperor was built to a straight line, ignoring all obstacles. The Indian carrying a pack or riding a horse cared quite as little to avoid hills and valleys as did the Czar. The Six Nations and all other Indians allied with them used the Kittanning Trail in all their long north and south travels; they used it to and from the Pittsburgh, Ohio, and Illinois country. This too was the route invariably selected to reach the Carolinas and country to the south. When it is remembered that the Tuscarora, who originally lived in Georgia, and the Carolinas were the last of the Iroquois to join the Confederacy it is easy to believe that there must have been no little journeying back and forth between these distant parts of the country.



There can be little doubt but that the red men along the river had many canoes and used them extensively in fishing and in travel as well as from place to place, but their great highway from north to south, known to us as the Kittanning Trail, was probably one of the longest and most traveled trails known to the Indians anywhere in the country.

It was only natural, therefore, that in the years following the purchase of northwestern Pennsylvania in 1784 from the Indians, which purchase comprised the counties of Tioga, Potter, McKean, Warren, Crawford, Venango, Forest, Clarion, Elk, Jefferson, Cameron, Butler, Lawrence, and Mercer and parts of the counties of Bradford, Clearfield, Clinton, Indiana, Armstrong, Beaver, and Erie, that the white settlers coming into the country should take over the "Main Road" of the Indians and improve it by widening so as to permit the passage of wagons. Throughout almost its entire length the Kittanning road follows the ridges and the higher ground; this was a decided advantage to the early settlers, who were poorly equipped to cross streams and contend with swamps and low ground.

Shortly after General Wayne's great victory over the Indians at Fallen Timbers, Ohio, in August, 1794, the Kittanning or Olean road, as it was sometimes called, was used by the government as a military road, and was so used during the war of 1812.

By act of Assembly of the State of Pennsylvania, approved March 26, 1821, the Kittanning route was made a state road and the sum of \$8,000 was appropriated for construction and improvement.

The first mail route through McKean County was established in 1826 over the Kittanning road. James L. Gillis, a prominent and influential citizen, then living at Montmorenci in Elk County, was instrumental in getting a mail route established through and over the Kittanning road from Olean to Kittanning. This mail route was 110 miles long and passed through Brookville, Ridgway, Montmorenci, Elithorpe settlement (Highland), over the present site of Kane, Mount Alton, Lafayette, and Smethport.

It will thus be seen that this first mail route in McKean County followed rather faithfully the Kittanning road from Olean south until Elk County was reached, but at Elithorpe settlement the mail route left the Kittanning road and from that point followed the Warren-Ridgway road through Montmorenci, Ridgway, and Brookville, reaching the Kittanning road again at Corsica. The reason of this detour from the main road was to reach the towns mentioned above and because, from Elithorpe settlement to Corsica on, the Kittanning road then as now passed through a very sparsely settled country. It should not be forgotten also that the man most influential in securing the route, James L. Gillis, lived at Montmorenci, and it was to be expected he would want the route to go through his own town. Roswell P. Alford, of Wellsville, Ohio, was contractor and proprietor. The mail was carried through once a week and the carrier was paid \$400 a year.

In 1831 an additional mail route was begun through the eastern portion of the county. This route was from Milesburg, Karthaus, Bennets Brook, Kerseys, Clermont, Smethport, Allegheny Bridge, Pennsylvania, Mill Grove, N. Y., to Olean. The service was weekly, as in the case of the earlier route over the Kittanning road, and on both routes the mail was carried on horseback.

One other road that figured in the early history of southwestern McKean County was the military road running, roughly, northwest over the present site of Kane. This road started from Shippen (Emporium), which, in the early years and until the organization of Cameron County, was in McKean County. The road ran along Rich Valley, entered Elk County about seven miles south of the present southern boundary of McKean and again entered McKean County at Williamsville, following a line about one mile north and parallel to the county line for a distance of about eight miles; then turning to a northwesterly direction, the road lay through Kane and on to the Allegheny River south of Kinzua and keeping well south of Kinzua Creek all the way to the river. Here again we see the preference given to a route

over the ridge and higher land. This military road was built about 1812 as a short cut from Emporium and eastern Pennsylvania to the Allegheny River, Erie, and the lakes. The road was much used during the war of 1812, was kept open until about 1860, and was shown on state road maps of 1850. It was at Williamsville that Colonel Thomas L. Kane was encamped prior to his first visit to the site of the present town of Kane, and the Colonel probably traveled from Williamsville to Kane by this road on that memorable first trip. Likewise his wife, Mrs. Elizabeth D. Kane, on her first visit to this region came to Olean, thence to Williamsville and on to the site of the future town also over this old military road. (See letter written in 1896 by Mrs. E. D. Kane. Appendix C.)

It is certain that this east and west road did not terminate at Emporium, but rather continued on down the valley along the Sinnemahoning and ultimately reached Williamsport. This route from Williamsport to Kane has been in use more or less from 1786, the year in which the pioneer settler, John Rohrer, came into the country west of Renovo; he was followed by John Jordon in 1792. These two men surveyed in and around what is now Emporium, and John Jordon in 1804 settled at Driftwood, thereby becoming the first settler in Cameron County.

Jospeh Mason, with a small company of men, cut a road through the forest along the Susquehanna from Dunnstown to Cook's Run. At this point they turned aside from the river, crossing Baird's Mountain to the Sinnemahoning Valley, thence up along this stream to Big Elk Lick on the Driftwood branch. The road was made with scant grading and all streams were crossed by fording. To the automobile such a route would be impossible, but it served well the ox team caravans on their way to northwestern Pennsylvania and the southern tier counties in New York.

In 1863 the Philadelphia and Erie Railroad was built through, following the same valleys and much of the same route as did the early wagon road. The valleys traversed are narrow, with steep hillsides nearly all the way from

Williamsport to Sinnemahoning, and the greater part of the distance to Emporium there is little room for more than stream and railway. This is truly a difficult country through which to build a roadway, but, because this is much the shortest east and west route from Williamsport to Emporium, St. Marys, Ridgway, Kane, Warren, and northwestern Pennsylvania generally, an improved highway over the entire distance has long been the goal of the State Highway Department. For some years the road was completed as far as St. Marys on the western end. Two years ago, 1926, the highway was extended from St. Marys to Driftwood. For more than two years the Highway Department has been at work grading preparatory to building the last link that, when finished, will complete a continuous stretch of improved concrete highway from Williamsport to Kane. This road, when completed, will have cost the state upwards of \$3,000,000. Before the close of the year 1929 it is expected the entire stretch will be done, so that over the difficult and rugged highway over which the ox teams toiled in the pioneer days it will be possible to motor with safety and speed and enjoy the wonderful scenery through which the highway leads.

At first property owners along the Kittanning road were enthusiastic about the possibilities and believed the road would lead to rapid development of the country on either side of the route. In this they were doomed to considerable disappointment. It was soon discovered that the great traffic among the settlers in the development of the country was from east to west.

Indian travel was largely from the Iroquois country in central New York to Kittanning, the Ohio country and the south, but their great "Main Road" would not answer the need of their white successors. This was particularly noticeable after the opening of the state turnpike from Milesburg to Waterford in 1824. When this road was in use traffic on the Kittanning road fell off rapidly and many places on the road were allowed to grow up with brush and the larger part of the route was abandoned as early as 1840. Today only



comparatively short stretches here and there of the road are in use, but wherever used they are known as the Kittanning or sometimes as the Olean road. Its route in the vicinity of Kane was from Big Shanty Hill to a point near the Kane Country Club House; here it crossed the present Smethport road and continued toward Kane, following the little valley in the rear of the Kane ice plant, entering the borough near the water tower, where in early days there was a large spring known to first settlers as the Kittanning Spring. There was also a camping ground at this point where first the Indians and then soldiers of the American Revolution and War of 1812 are said to have camped. There are some men still living in Kane who can remember the many trees in the vicinity of the water tower scarred by the hubs of military wagons.

From the water tower the road continued north of the Seneca spring and left town in the direction of the Elithorpe settlement (now Highland); the road crossed the Warren-Ridgway road a short distance west of Highland and continued south through Sackett and Clarrington, almost in a straight line, to Corsica, Jefferson County, where it crossed the state road built in 1804 and connecting Milesburg with Waterford and Erie. The part of the Kittanning road between Sackett and Corsica, though still through a sparsely settled country, is nevertheless in use for most of the distance.

For the sake of clearness it should be noted that several minor roads built on earlier Indian trails and uniting with or crossing the Kittanning Trail were also quite generally known as Kittanning Trails by the Indians, and subsequent roads built by the early settlers, were known as Kittanning Roads.

The road starting from Kinzua and running east roughly parallel to Kinzua Creek but north of this stream, which road united with a second road starting from the Allegheny River a few miles north of Kinzua village, also running eastward, crossing Sugar Run, passing through Marshburg and finally uniting with the first road two or three miles south of Lafayette, and the road formed by these two roads crossing

the Kittanning road at Lafayette, these roads are all shown clearly on road maps of the county in the year 1850, but should not be confused with the Olean or Kittanning road. The road beginning at Kinzua and first above referred to is really an integral part of the main east and west road through the center of the county, the route being Kinzua, Lafayette, Smethport, Port Allegany, Coudersport, etc.

In 1877 a new road was built known as the "Kane and Lafayette State Road. The following items from the *McKean County Miner*, July 12, 1877, and August 30 of the same year, are of interest, in that they fix rather definitely the location of the old Kittanning road in this vicinity:

The contractors for building the above road started for the scene of their labors Tuesday for the purpose of building their "shanty" and preparing the camp for their men. The road connects Lafayette Corners with the Big Level road. Its length is but nine miles, yet it will be an expensive work on account of the amount of blasting required. Dr. S. D. Freeman, we understand, holds the original contract, and sublet the work to Mr. Delos Burlingame.

#### LAFAYETTE AND KANE STATE ROAD

A correspondent writing from "Camp Patterson" says the work on this road is being pushed as rapidly as possible under the supervision of the Messrs. Burlingame. About a quarter of a mile is graded and completed. Our correspondent further states that the road commences at Lafayette corners and follows the old Kittanning road about a mile when it strikes into the woods and follows Matthews creek about half a mile. It then turns the brow of the hill and keeps on a gradual grade until it strikes the Kinzua, and again crossing the old road follows the creek for about a quarter of a mile, then following the brow of the hill again until it strikes Windfall Run. Crossing this level it climbs the hill until reaching level ground it runs straight for three miles connecting with the Big Level road to Kane. The entire distance from Lafayette by this road is 18 miles, though there is about nine miles to be graded.

Pioneers from various interior towns in New York used the Kittanning road to reach their destinations in Forest, Elk, Jefferson, and other counties south of McKean. Cyrus Blood in 1833 passed over this road to reach the great tract he purchased at Marienville, but found when he reached Clarrington that there was no road through the forest to his

future home, making it necessary for him to cut a road from Clarington to the present site of Marienville, a distance of nearly twelve miles.

Another pioneer in this region, the Hon. James L. Gillis, also came in over the Olean road from his home in Ontario County, N. Y. It was in December, 1820, that Mr. Gillis moved his family to Ridgway, and it is recorded that it required several days to make the journey in sleds through the woods. The party camped out nights and the experience was a rigorous one.

Until 1820 the Olean road was largely used for carrying freight and supplies from the east, that preferably would have followed an east and west route, but the only east and west route then open was the old state road opened in 1804 from Bald Eagles Nest near Bellefonte to Waterford. This route was poorly laid out, much of the way over low marshy land, and with frequent crossing of streams of considerable size where no bridges had been built. While this old state road was in use the route of traffic for part of the freight from the east was through Port Allegany or Olean, N. Y., and over the Kittanning road to Corsica, near Brookville, from which point the old state road was used in going farther west. This old road through Brookville and Corsica reached the Allegheny River two or three miles below Tionesta. The route from this point to Waterford was not by way of Franklin and Meadville, as was the turnpike, built later and opened in 1824. The old state road took a route well to the north and east of both Franklin and Meadville; the route was from the Allegheny River two miles below Tionesta to Titusville, Hydetown, Centerville, Riceville, Mill Village and Waterford, the terminus of the road for a time, but it was only a year or two afterward, or about 1806, that the road was improved from Waterford to Erie.

To the country generally, and particularly to Pennsylvania, a road through the wilderness from the central part of the state was deemed a military necessity in order to extend aid and protection to the western frontier and the lake port of Erie from depredations and attack by British

and Indians. The State Legislature, therefore, passed an act in 1793 authorizing the survey and construction of a road from Reading to Presque Isle (Erie). Colonel William Irvine and Andrew Ellicott were appointed commissioners in charge of the work and with the further duty and authority to lay out the town of Erie and the town of Waterford. The proceeds from the sale of lots in these towns were applied toward defraying the expense incurred in building the road.

Captain Ebenezer Denny and a company of soldiers accompanied the commissioners. On reaching Venango (Franklin), Denny found the Indians in such an ugly frame of mind that it was decided to make LeBoeuf the terminus of the road for the time being, and it was not until 1795 that all difficulties were adjusted and the commissioners able to resume work.

In 1913, on the occasion of the one hundredth anniversary of the Battle of Lake Erie, a celebration was held in the city of Erie. The du Pont Company of Wilmington, Del., sent for this occasion the original wagon used to carry the powder for the fleet on Lake Erie—and the wagon was sent over the same route taken by it one hundred years before. For a time it was believed this wagon must have come over the Olean road, which would have brought it over the present site of Kane, and that it proceeded south from here on the Olean road to Corsica, from which place the journey was continued to Waterford and Erie over the old state road.

The following correspondence with the du Pont Company gives more detailed information on the route followed:

May 2, 1928.

*Mr. J. E. Henretta, Vice-Pres.  
Holgate Brothers Company  
Kane, Pa.*

DEAR SIR:

We have had some correspondence with Mr. H. F. Hall, of our Parlin, N. J., plant, in reference to furnishing you with information concerning the road traveled by the powder wagon which was a feature in connection with the centennial of the Battle of Lake Erie.



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## INDIAN TRAILS and ROADS

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The writer is personally acquainted with the special correspondent who accompanied the powder wagon on its trip from Wilmington, to Erie, Pa., during the summer of 1913.

A memorandum furnished by the correspondent accompanies this letter.

In reading the memorandum, you will notice that the route of the wagon was at no time in the vicinity of Kane, Pa. The objective of the trip of June, 1913, was to have the powder wagon travel the same road as the old powder wagon covered in 1813.

We trust you will find the correspondent's description of the centennial trip of interest, and we are very glad to furnish the information.

Yours very truly,

E. F. CARLEY,  
*Advertising Manager, Explosives.*

### ROUTE OF DU PONT POWDER WAGON WILMINGTON, DEL., TO ERIE, PA., 1913

In the absence of any information in du Pont Company records as to the route followed by the powder wagons which carried cannon powder from the du Pont mills on the Brandywine Creek, near Wilmington, Del., in 1813, careful study was made of Pennsylvania highways in existence at the time of the Battle of Lake Erie. From our studies and consultations with those informed on the subject, we were convinced that the route to Pittsburgh covered the Forbes or National Highway, which is the route now largely followed by the Lincoln Highway. This, of course, did not touch Kane, Pa.

During the trip, in the summer of 1913, the writer endeavored to check up on the route as the powder wagon and its military escort traveled toward Pittsburgh. Local historians in various sections were agreed that the route being followed was, in all probability, the one over which the powder was hauled in 1813.

It was found, however, that, for various reasons, sections of the original highway had been abandoned, but, in general, the line of the old highway was being followed.

Concerning this ancient highway, *Pennsylvania, a History*, published in 1926 by Lewis Historical Publishing Company, Volume IV, states: "The year 1793 was one of great activity in the entire State in the building of highways. Among many others were the Bedford and Pittsburgh, the Presque Isle, McCall's Ferry, Philadelphia and Sunbury, etc. The State Road from Philadelphia to Pittsburgh, over practically the course of the present Lincoln Highway, followed in the main the old Indian trail and the Forbes Road of 1758 and the Old State Road of 1785. (It is not possible in this brief sketch to give the various changes from the old trail and road.)"

The quotation from the volume referred to in the foregoing seems to fully confirm the results of investigation made prior to the start of the trip from Wilmington to Erie in 1913.

From Pittsburgh, the route followed in 1913 was through Butler, Mercer, Meadville, and Waterford to Erie.

Local historians in those localities seemed confident that the route being traversed was the right one. Also, there seemed to be much in the way of tradition among old families to support the belief that the right road was being covered.

That the various sections through which the powder wagon passed in 1913 were settled prior to the Battle of Lake Erie and, therefore, had road communication with Pittsburgh, is confirmed by facts, relative to the time of settlement, as follows:

BUTLER.—Although not organized as a borough until 1830, "It is built on land originally owned by Robert Morris, the Revolutionary patriot, from whom John and Samuel Cunningham obtained grants and subdivided it into lots." As Morris died in 1806, it is apparent that the Cunninghams founded the settlement prior to 1813.

MERCER—was "laid out as a town in 1803."

MEADVILLE—"The seat of justice of Crawford County, laid out as a town by David Mead, for whom it was named, in 1793." History states that Washington, then a young man, passed through what is now Meadville, carrying a message from the Governor of Virginia to the French commander of Fort LeBoeuf, fourteen miles from Erie. Washington followed the valley of what is now known as French Creek.

WATERFORD—Erected as a township in 1800. The town of Waterford was established on the site of Fort Le Boeuf, built by the French in about 1753. Marquis Duquesne, French Governor of Canada, had a roadway or portage cut through the virgin forest from the shore of Lake Erie at Erie to where Fort Le Boeuf was erected, a distance of some fourteen miles.

In view of all the considerations mentioned and their interrelation, it seems not only highly probable, but quite logical, that in hauling powder to Perry in 1813, the route followed was approximately, at least, the same as that covered in the trip from Wilmington to Erie in 1913, in connection with the celebration of the Centennial of the Battle of Lake Erie.

The foregoing would seem conclusive that the powder wagon that supplied Perry's fleet came by way of Pittsburgh, Butler, and Meadville, but there is ample proof that there was a military east and west road passing over the site of Kane as early as 1805.

In excavating for the foundations of the P. & E. car shops in Kane in 1864, cannon balls were found and the following

from the *McKean County Miner* of 1894 would seem to confirm the presence in Kane not only of a military road but also of an encampment there of General Wilkinson in the year 1795.

SMETHPORT, PA.  
July 27, 1894

Permit me to call the attention of your many readers to the dancing pavilion in Woodland Grove near the P. & E. station. It is a fine structure 60 x 100 feet. The underbrush is being cleared, walks and avenues laid out and no pains spared to make the place popular, as it will no doubt be because of its fine scenery and the relics of the camp of General Wilkinson, of colonial days, which is only half a mile distant. Many traces of the old fort and camp are still to be seen, time having dealt lightly with the historic remains of over one hundred years ago.

And a few days later the same paper carried the following local in Kane news:

Among the three thousand picnickers that were here on Saturday were a number of relic hunters. They were driven out a short distance to the spot where General Wilkinson's colonial army camped in 1795. The remains of the old fort are still quite distinct and well preserved.

In that excellent work, *Seeing Pennsylvania*, recently published by John T. Faris, in the discussion of the country between Wilcox and Kane reference is made to this military road as follows:

To the left, in the next township, the Big Level Ridge has an elevation ranging above two thousand feet. On the summit, in Revolutionary days, a military road was placed, for this was the easiest passage through a difficult country.

The military road referred to was probably first constructed about 1793 as a means of moving troops and supplies quickly to the defense of the settlers against the Indians, who for the ten years following the close of the Revolution made almost constant warfare on the isolated settlements in Pennsylvania and Ohio. Later, in common with all other roads leading to the lake frontier, it became important as a route over which troops could be moved to resist an attack

by the British in the war of 1812. Careful students will at once question the expression, "was probably first constructed about 1793." Inquiry at Washington brings the reply that "no record has been found." The reason for the lack of official record is not far to seek. General Ross, at the head of a British army in August, 1814, captured the city of Washington, burned the Capitol, the President's mansion, the Congressional Library and other public buildings, leaving as a result of this act of vandalism a serious gap in the historical records of the country.

Here is a part of American history not so completely in school textbooks as the facts justify. It should not be forgotten that in December, 1813, on the retirement of General Harrison, General McClure was placed in command of the American forces at the head of Lake Ontario. Because of the withdrawal of militia on expiration of term of service, McClure was compelled to withdraw across the river to the American side. Before leaving he destroyed Fort George and set fire to the village of Newark, a town of about four hundred people. This act of barbarism was neither ordered nor authorized by the War Department, but so angered the British that at once they began measures of retaliation. Fort Niagara on the American side was taken in a surprise attack and the garrison put to the sword. The British also burned Lewistown, Youngstown, Manchester, Black Rock, and Buffalo and practically every house that could be reached between Lake Ontario and Erie. The need, therefore, of military roads converging on Erie and the lake frontier was very great. There was, in fact, a network of such highways hurriedly constructed from Erie and reaching many points in northwestern Pennsylvania. Men all over this region were made subject to military duty and it was arranged that immediate response would be made to calls from Erie. These calls were sent out whenever an attack from the British was thought to be imminent.

One such call came to Mercer during a church service. The pastor quickly concluded his sermon and in a few minutes the men of the congregation were on the march north-



ward. At another time, the farmers at work in the harvest fields responded to a military summons and marched away, leaving the grain and hay in the fields.

In Philip Tome's *Thirty Years a Hunter*, published in 1854, an interesting record is made of the Big Level country. Places in the vicinity of Kane are referred to in relating many of his hunting expeditions. In the following is shown the presence of the Kittanning road, another road crossing and a block house located at the cross-roads:

In August, 1820, I left Kinzua Flats, in company with John Campbell and Robert McKean for the headwaters of the Susquehanna River, to take elk. We hired two Indians named Morris Hometown and John Goebuck, with a packhorse to assist us. . . . We encamped the first night on a small stream flowing into the Kinzua [probably Hubert Run] seventeen miles from Kinzua Flats. . . . The next morning they [Campbell and the Indians] started for the place where Campbell and myself had made quite a comfortable camp, arriving about eleven o'clock. I told them I thought instead of having our new camping place on the Kinzua, we had better make it on a road called the Kittanning road, as we should not have so far to carry our game, to which the others assented. We proceeded by way of the Kittanning road to our encampment near the Four Corners. On our road we found an old log house, which was built at the time the road was made. The roof had fallen in, but we decided to repair it and make it our headquarters. The following day Morrison and Seaman went home, and the remainder of us proceeded to the Kittanning Block-house, which we fitted up for use. Next day Goodwin brought in three elk which had been killed. . . . We found the track of a single elk, which we judged to be a young buck. We let loose the dogs, which after running about seven miles came up with him. He ran near our second camp, finally crossing two small branches of the Kinzua and the Smethport road. . . . The third day the weather became more propitious, and we set out for the camp at the Corners [probably at Kane], finding it very difficult traveling, as the snow was three feet deep. Campbell and Morrison were discouraged, believing it useless to attempt catching an elk while the snow was so deep, and the next morning we started for home. I offered my share of everything to Morrison and Campbell if they would bring home the meat and skins. They did not wish to go, and accordingly I went alone to the Kittanning Block-house, where I found Seaman, Whitcomb, and Goodwin. The next day Whitcomb and Goodwin conveyed to Kinzua the meat of fifteen deer we had killed, while Seaman and myself remained behind, resolved, if possible, to catch an elk.

In the foregoing narrative from the life of Philip Tome depicting scenes which took place in 1820, it is very evident that the Kittanning road was constructed and also that it had been in use for some years, since a log house "built at the time the road was made" was in ruins and "the roof had fallen in." This would indicate the road must have been built around the beginning of the century, which would agree with other records of the Kittanning or Olean road.

Some one may reason that the road crossing referred to by Tome and the block house located at that point was at Lafayette or Mount Alton. It is true that the great east and west road starting from Kinuza and running eastward did cross the Kittanning road at or near Lafayette, but this east and west road was built and opened for traffic in the year 1816-18. This road at the time of Tome's narrative was a "brand new" road, but in no part of his book does he refer to this new road; on the other hand, every reference would indicate that this "mighty hunter" made frequent trips along the Kinzua to the wilder portions of the county in the direction of the head waters of the Tionesta, and hence over land now occupied by the town of Kane.

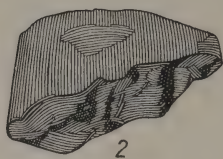
The fact that a block house was built at the intersection of the military and Kittanning roads is indeed difficult to question in the light of Tome's narrative, corroborating as it does the report published in the *McKean County Miner* relative to the remains of a fort or block house clearly discernible in Kane in 1894, within the memory of many still living at the time this is written. After conferring with many of the early settlers in Kane, it seems this old camp was located on the hill east of Clay Street near the present site of the water standpipe. The fort referred to was probably only a strongly built log house erected for shelter and protection from Indians.

Among other early roads in McKean County and adjacent territory that played an important part in the development of the region should be mentioned: the Ceres road, built as a state road in 1825 from Ceres, near the New York state line, through Smethport southward to Reynoldsville and to In-

diana; the great east and west road through the center of the county, Lafayette, Smethport, Port Allegany, and on to Coudersport and eastward; there was also a road built from Smethport through Norwich and southeastward to Milesburg and Center County; this was in 1827-29.

In speaking of the early roads, it is well to keep in mind that many of them were little better than trails through the forest. One of the early McKean settlers referred to the roads in this way: "Our roads were so bad that we had to fetch our provisions fifty to seventy-five miles on pack horses."

Cyrus Blood built a road from Clarrington to Marienville in 1833. For many years Marienville was called the Blood Settlement in honor of its founder and first settler.



1-Stone Celt 2-Celt bit 3-Unknown use  
4-Polished Scraper 5-8-9 -Deer bone  
6-Stone tablet 7-Fragment engraved tablet  
10-Fibula of black bear (?)

Scale=Fig. 1 is  $4\frac{7}{8}$ " Long.

# PLATE I



XXII

*Old Indian Forts*

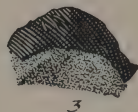
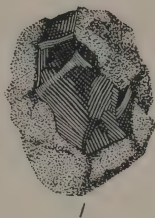
FOR a good many years circular earth mounds in the vicinity of Kane were known to exist. During the summer months of 1927 and again in 1928 an attempt was made to definitely locate these mounds. It was not an easy task; for something over a year all efforts to find anyone having definite knowledge of the sites proved fruitless. Finally, in August, 1928, with information furnished by Mr. J. E. Mullin, and with Mr. C. E. Jackson of Kane as guide, the remains of the stockade approximately two miles north of Russell City were visited. A few weeks later, with Mr. Thomas Morrison and Mr. Alex. McCauley, the author was conducted to the second stockade about five miles south and west from Durant City.

Having located the earthworks, the next task was to have them explored by properly trained archæologists who would examine the sites in such manner as would make available to students and others information that would be of greatest value.

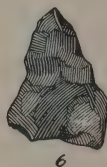
Letters descriptive of the forts were written to the Smithsonian Institution and also to the Pennsylvania Historical Commission. (See Appendix L.) By the latter organization the matter was referred to its Secretary, Miss Frances Dorrance, of Wilkes-Barre.

Miss Dorrance gave the matter immediate attention and, assisted by Mr. William A. Ritchie, archæologist, of Rochester, N. Y., made a preliminary investigation on October 22, 1928. The enclosures were found to be genuine Indian earthworks and an exploration was decided upon.

The report of that exploration written by Mr. Ritchie contains data of prime importance to those interested in Indian history and is quoted almost entire through the courtesy of Miss Dorrance, Secretary of The Pennsylvania Historical Commission, and Mr. Ritchie, author of the report.



*Flint flakes and cores*



*Rejected points in process*



*Finished flint Arrowpoints*

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## OLD INDIAN FORTS

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### AN EARLY IROQUOIAN HILLTOP FORT NEAR KANE, PA.

BY WILLIAM A. RITCHIE

Assistant Archæologist, Rochester Municipal Museum

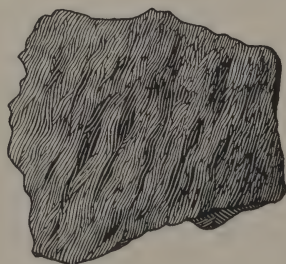
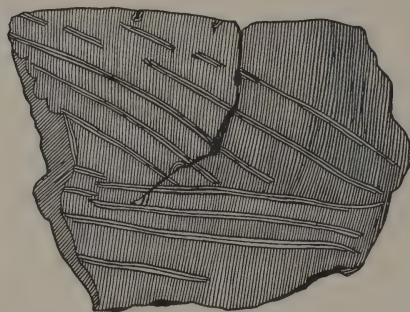
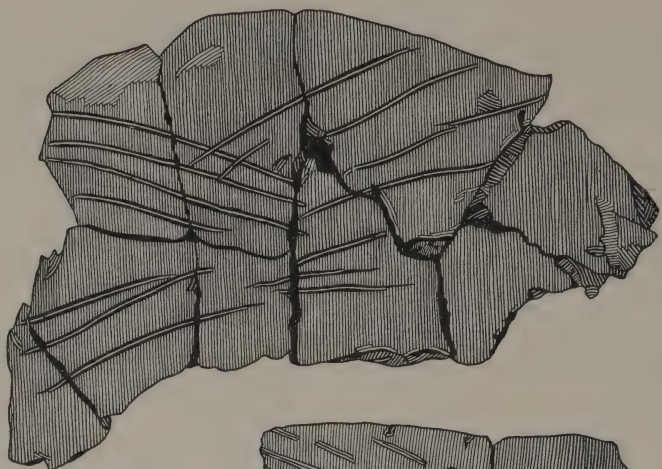
#### PREFACE

To those familiar with New York archeology, the discovery of ancient Iroquoian hilltop enclosures in northwestern Pennsylvania is not surprising. The footsteps of the western group of historic Iroquois have been laboriously retraced through an imposing series of strongholds along the Genesee Valley as far south as Belmont and spreading westward into the hill country of Cattaraugus and Alleghany counties, thence down the Allegheny toward the hypothetical distribution center about the mouth of the Ohio. Continued discoveries strongly confirm the migration hypothesis formulated by Parker some ten years ago to explain the tribal distribution of the Iroquois stock in and about New York State.\* This authority considers the Huron an early derivative from the parent stock while the latter was still in Ohio. The Hurons may have crossed the Detroit River into Canada, while kindred bands entered Ontario at Niagara. Subsequently migrants of this same group, having pushed eastward along the northern shores of lakes Erie and Ontario, sent offshoots south into New York from a center near Montreal. The crystallization of these invading bands resulted in the Mohawks, Oneidas, and Onondagas of historic times. Similar diversions occurring while the main bands were still in the north Pennsylvania region in a common culture status became eventually the Andaste of the Susquehanna area and the Cherokee and Tuscarora of the region to the south. The main body, continuing northward, subdivided into the Erie, Neutral, Seneca, and Cayuga, who held their respective domains in western and central New York.

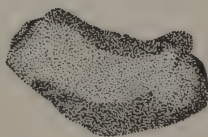
These details are briefly mentioned for the illumination they offer the problem of the Kane fort. Considered in connection with similar, if not identical enclosures, in the adjoining regions to the north and west, it is difficult to evade the conviction that the Kane site may be categorically set into the series of such strongholds which mark the migration route of the early undifferentiated Iroquoian stock. Since it occurs in the area close to the probable point of diversion of two main bands, it might be very difficult to say whether its occupants were proto-Andaste or proto-Erian. Comparison of the salient physical and cultural aspects of the Kane site with those of an early site believed to be Erie near Gerry in southwest Chautauqua County, N. Y., reveals astonishing similarities which suggest affiliation with the latter group.

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\* Parker, Arthur C., "The Archeological History of New York," *N. Y. State Museum Bull.* Nos. 235, 236: Part 1, p. 155.



*Decorated Pot Sherds*



*Pipe Fragments*

**PLATE III**

*Scale-Full Size*



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## OLD INDIAN FORTS

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### LOCATION

The unimpaired condition of the Kane fort is doubtless largely due to its isolation in the little frequented wooded mountain region twelve miles southwest of Kane in Highland Township, Lot Warrant 3760, Elk County, Pennsylvania. It occupies the land of Mr. Herschel James, of Kane, who courteously consented to its examination. Like most sites of its character, the Kane enclosure lies on the level summit of a long oblate hill with a deep but narrow valley to the south, east, and west. A ravine-like valley truncates the northern extremity also, at a distance of about a mile from the fort. These valleys carry small trout streams which drain south and southeast into the Clarion River, some twelve miles distant. The Clarion and Tionesta Creeks about ten miles to the west are the only noteworthy waterways in the vicinity of the site. Tionesta Creek joins the Allegheny River about thirty miles away at Tionesta. Entrance to this region could, therefore, have been effected from the Allegheny, the main route of travel, through either the Clarion or the Tionesta.

Attention was first directed to this and a neighboring enclosure by an astute observer, Mr. J. E. Henretta, of Kane, who took exception to the current opinion which denied traces of Indian occupation to this part of Pennsylvania. Mr. Henretta's unusual interest and his zeal to protect the site from vandalism led him to communicate his discovery to Miss Frances Dorrance, Director of the Wyoming Historical and Geological Society, and in charge of the Pennsylvania Indian survey. The writer was summoned and, in company with Miss Dorrance and Mr. Henretta, a brief inspection was made of both sites, with the result that the writer, accompanied by Mr. V. J. Fewkes, of the Department of Anthropology of the University of Pennsylvania, began a systematic investigation of the larger stronghold on November 1, 1928. We wish to acknowledge our appreciation to Miss Dorrance and to Mr. Henretta for their kindness and generosity. To Mr. W. H. Davis, of Kane, who with Mr. Henretta contributed financially to the enterprise, thanks are also due.

### EXCAVATIONS

A forest still inhabited by bear and deer covers the rugged region in which the Kane fort is situated. It was lumbered years ago and has several times been burned, so that the present growth comprises largely trees of about twenty-five years standing. There were noted in and about the earth circle the following species: ash, beech, maple, elm, cherry, dogwood, ironwood, and hemlock. This last species evidently constituted the bulk of the primal forest, for great stumps and logs in a very advanced degree of decay are common throughout the area. Some of these huge stumps on and within the walls represent a growth of at least four hundred years. This cycle of growth and decay has taken place since the abandonment of the site.

In order that an accurate record might be kept of the significant features of the site as they were brought to light through excavation, the area was surveyed into fifty-foot sections and a map prepared. (See Plate IV.) The enclosure was then found to be roughly circular with north-south and east-west diameters of 250 feet and 260 feet respectively. The embankment, broken in several places by lanes and windfalls, was found to average three feet in height, with a breadth of nine feet at the base and six feet at the top. Cross sections in three places showed a sandy loam with intermingled sandstone fragments, but failed to disclose post moulds. Since these are but rarely found, their absence is not significant. Earth for the embankment was obtained from the shallow ditch, averaging two and one-half feet in depth and five feet in breadth, completely surrounding the walls. As has been mentioned, the interior to be examined was thickly covered with trees and windfall mounds. It was traversed by an old wood road and a gas and oil pipe line from wells a few rods away. The accompanying map will enable an accurate concept of these features and of the relative position and size of the test pits. A good spring wells out on the hillside several rods to the southeast.

Digging was started in the southwest portion of the site and each fifty-foot section received as much attention as judgment warranted. Special care was exercised to test all depressions, for almost invariably the prolific spots were found in such places. Out of a total of one to ten feet by thirty feet, thirty-one pits yielded vestiges. In twenty cases these comprised very meager traces, a few chips, or a potsherd or two, usually close to the surface, and in a few cases, in the proximity of a small quantity of charcoal, ashes or refuse earth. Eleven testings disclosed areas of concentrated material. Some of these may have been lodge floors, for hearths with pottery were found. Several flint chipping floors with numerous chips and a few arrowpoints, in process and complete came to light.

Several important observations may be made on the result of the digging. Nearly all locations of consequence were near the center of the enclosure. Here were found the hearths, ash deposits, chipping and probably lodge floors. In most cases the peripheral regions were sterile. Tests made outside of the enclosure also yielded nothing. This is a peculiarity found in many such walled forts. No deep pits or deposits of any kind were found. The forest mould itself at a depth of about three inches contained the bulk of the chips and potsherds in nearly seventy per cent of the occurrences. The deepest observed find was recovered from a lean deposit of refuse earth at seven inches from the surface. It was apparent that shallow natural depressions in the forest floor had been utilized as refuse depositories.

Under such circumstances the absence of bone is not surprising. Only where osseous matter is inclosed in comparatively deep layers with a predominant quantity of charcoal is its preservation to any degree certain. The fatal combination of wet mould, want of charcoal strata,

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## OLD INDIAN FORTS

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easy accessibility to destruction by animals, roots and frost has effectively accounted for most of the bone on the site. Only a few fragments of the larger bones of deer and bear were preserved and but one object that might have formed part of an implement. This was a badly deteriorated deer ulna found five and one-half inches deep in refuse earth in pit 40. Its upper extremity may have been sharpened for an awl, as this was a favorite bone for such use, the condyle forming a convenient natural handle.

Even prior to the intensive testing, it became apparent that little of the material culture of the occupants might be expected. The location of the fort largely explains this fact. Situated in a comparatively inaccessible hill country, remote from waterways and arable lands, it was rather a refuge in times of danger and a rendezvous for hunters and war parties than a village site. Consequently, implements of the chase and warfare, arrowpoints, axes, etc., might be expected to predominate over objects of domestic life. The exploration substantiated this opinion. Moreover, other enclosures of like character furnish precedent to the facts brought out by the excavations. One, of the closest comparative interest, was excavated in 1907 by Dr. Arthur C. Parker, now director of the Rochester Municipal Museum, near Geary, Chautauqua County, N. Y.

This fort, somewhat larger than the Kane enclosure,\* and situated in a different environment, produced pottery, arrowpoints, and rough stone objects of identical type and likewise in small quantities. Only three celts were recovered and despite the presence of chips and arrowpoints, no anvils or hammerstones came to light. Nor did bone or antler objects occur. These same conditions characterize the Kane fort. From comparative investigations and a critical study of the artifacts and human skeletons from eighteen graves and three ossuaries, Dr. Parker concluded that the Gerry site might be attributed to the Erie people.

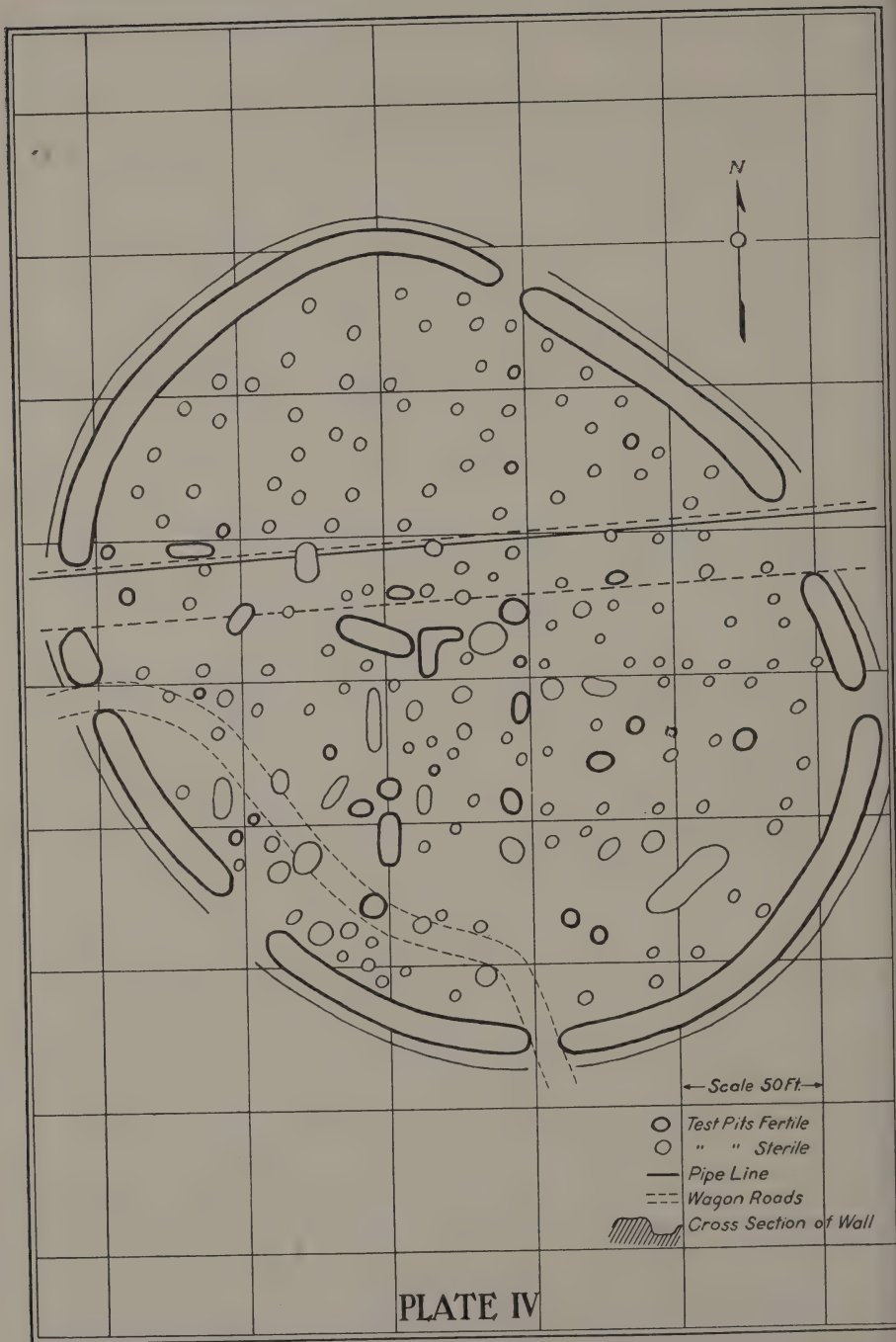
### ARTIFACTS

Nothing was found which was not typically Iroquoian. Rough stone objects, usually so abundant on early sites of all cultures, are represented by but a single broken specimen, probably incomplete, and of uncertain use. It is shown in Plate I, Fig. 3, and came from a pit near the center of the enclosure, at a depth of five inches.

The class of polished stone articles is not much better illustrated by the Kane specimens. A celt bit of metamorphic rock, Plate I, Fig. 2, also from the same pit, is the only example of the stone ax found. It lay in refuse earth four and one-half inches from the surface. A chip of a second specimen was found in a pit twenty-five feet southeast of the center. The celt illustrated in Plate I, Fig. 1, is introduced to show

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\* Parker, Arthur C., "The Archeological History of New York," *N. Y. State Museum Bull.* Nos. 235, 236; Part 1, p. 170.





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## OLD INDIAN FORTS

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the typical Iroquoian ax and suggest the lines of Fig. 2. It is from an early Onondaga village site at Adams Center, Jefferson County, N. Y.

The very interesting scraper pictured in Plate I, Fig. 4, is the most perfect object recovered. Its length is two and one-half inches and the material is flinty limestone.

Even its fragmentary state fails to lessen the interesting aspects of the engraved sandstone tablet illustrated in Plate I, Fig. 7. It was possibly a paint pallet and was found in a large pit near the center, four inches from the surface, in association with the débris of a chipping floor. It probably resembled the tablet, likewise of sandstone, but unornamented, shown in Fig. 6, and found in an early Oneida village in Madison County, N. Y.

Chipped stone implements were confined to arrowpoints, all triangular and of true Iroquoian stamp. That a pebble industry was practiced here is manifest from the quantity of shop rejectage showing the rind of the pebble. Most of the material is a rather low-grade chert of light color, but the rind is often yellow from iron stain. A few pieces of red jasper were found. Gravel deposits along the bed of a river, probably the Allegheny, furnished the nodules or pebbles. Chipping was done with a bone or antler pitching tool by the pressure process, but, unfortunately, none of these instruments have survived. The arrowpoints, equally adapted to hunting and warfare, are beautifully wrought and are identical with those found on all Iroquois sites.

Chipping floors were uncovered in three pits in the center area. In the last pit 135 chips were found in an area eleven feet eight inches by seven feet, and throughout a depth of from one to five inches.

Potsherds, most of them small, constituted the bulk of the recovered material. A careful inspection shows that the ware is of medium quality and rather poorly fired. Moreover, the ornamentation is rude, as may be seen from Plate III. A method of decorating pottery common to both early Iroquois and late Algonkian sites, and doubtless derived from the latter through contact, appears on most of the sherds from the Kane fort. It is an impressed fabric or cord design made by wrapping a small wooden paddle with coarse cloth or cord and stamping the plastic clay. Plate III clearly illustrates this technique.

Although diligently sought for, no complete pipe was found, but the stem fragments given in Plate III suffice to demonstrate that the "trumpet" type of pipe was in use here. This is the true Iroquoian form.

As earlier mentioned, refuse bones were almost entirely wanting. Apart from a few insignificant fragments, those shown in Plate I, Figs. 5, 8, 9, and 10, alone were found. Fig. 5 is part of the calcaneum of the Virginia deer; Fig. 8, has been described as a deer ulna, possibly part of an awl; Fig. 9 seems to be the distal extremity of a deer femur; and Fig. 10 is probably the proximal section of a black bear fibula. These animals still inhabit the woods covering the Kane fort.

CONCLUSIONS

The occupants of the Kane fort were certainly Iroquoian people of the early prehistoric period. From the superficial nature of the deposits it seems probable that but a small group could have lived here and then for a short time only, probably not more than fifty people during a few winter months of four or five years. All indications assign to them an antiquity of between 600 and 800 years. They may or may not have belonged to the proto-Erian stem from which the Iroquois of western New York developed.

One important feature is associated with the remote situation of the enclosure. Mr. Henretta has pointed out the fact that the old Kittanning Trail, the most direct route from southern New York at Olean across northern Pennsylvania to the Ohio at Kittanning, passed about three miles south of the site. Very probably this route, like most others, followed ancient game trails and thus existed at the time of occupation of the Kane enclosure. Iroquoian tribes from New York are known to have sent war parties against hereditary enemies in Ohio even in prehistoric times, and the possibility presents itself that the Kane fort may have been a rendezvous or stopping place for such bands. Here the warriors would leave their women under guard.

About three miles distant to the southeast, and similarly situated on a high hill, is a second enclosure of slightly smaller size. It lies north of Russel City in Highland Township on Lot Warrant 3777. Rough measurements gave north-south and east-west diameters of 135 feet and 160 feet, respectively. The walls appear somewhat less distinct than those of the Kane fort, but, like them, they once formed the base of a palisade of small pointed logs. Usually these stockades had a height of about twenty feet, were pointed at the top and were bound together with bark thongs.

The most plausible hypothesis to account for both of these sites presumes them to have been hilltop strongholds which served as havens of refuge to hunting parties and small groups against predatory animals and hostile Algonkians when the early Iroquois tribes first migrated into this region from the southwest some 800 years ago.

XXIII

*Local Organizations*

THE CHAMBER OF COMMERCE

In the early years of the history of Kane there have been several organizations of business men and those interested in the growth and industrial advancement of the town. These earlier organizations rendered excellent service and were the means of securing many of the chief industries of the community.

As early as 1888 a Board of Trade was in existence and was active in working for the growing town. Credit is usually given this early organization for persuading the McCoy (later the American) Window Glass Company to locate in Kane. In 1904 this pioneer Board, after a long period of useful activity, ceased to function and was succeeded by a Business Men's Association, which carried on the work of its predecessor until 1909. In 1912 a reorganization of the commercial interests of Kane took place under the leadership of Mr. Samuel Printz. A very thorough canvass of all property owners as well as business men was made. The hour set to begin the canvass for members was dramatically emphasized by the blowing of whistles and ringing of bells throughout the town.

Following the Board of Trade in 1912 there was a reorganized Business Men's Association that continued until the formation of the Chamber of Commerce in 1926.

The latter group is by far the best organized of all the commercial bodies that have served the people of Kane. A very large share of credit is due Mr. E. H. Watkins for uniting the various interests of the community and bringing together practically all the leading citizens in one harmonious working body.

The organization of the Chamber took place October 26, 1926, and incorporation December 13 of the same year. The initial enrollment was 223.

One interesting provision of the by-laws is to the effect that term of service as director for any one individual is limited to two years. This means that the directorate is being constantly renewed with new members and new ideas. This year, 1928, Mr. H. H. Ricalton fills the office of President.

At first meetings were held in a room over Hanson's music store, but a committee, of which Mr. R. A. Hill was Chairman, was appointed to secure permanent quarters. On recommendation of this committee centrally located rooms in the Newcomer Block, 71 Fraley Street, were leased. No better location could be desired and in these well-appointed quarters the organization has done uniformly excellent work.

Officers for the first year were as follows: President, E. H. Watkins, First Vice-President, O. W. Hanson, Second Vice-President, J. E. Henretta, Treasurer, T. M. Paisley, Secretary, Ross K. Knapp.

Much of the success achieved during the early years of the Chamber's service was due to the untiring efforts of President Watkins. In fact, it is not too much to say that the Chamber of Commerce organized in 1926 was largely the result of Mr. Watkins' persistent effort to bring it into being.

From the first, Mr. Ross K. Knapp has served the Chamber as its Secretary. Mr. Knapp has had exceptional experience in preparation for the work. Much of the publicity enjoyed by the town and its industries is due to his able and industrious pen.

#### THE CATHOLIC YOUNG WOMEN'S CLUB

The Catholic Young Women's Club was organized in Kane May 27, 1915, when the pastor, Rev. D. S. Sheehan, and Mrs. Catherine McDermott met with the young ladies of the parish, perfected an organization and drafted by-laws and a constitution.



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## LOCAL ORGANIZATIONS

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The purpose of the club is to promote and foster a more friendly attitude among the younger members of the parish, also advancement along useful, educational lines and to render assistance to the needy who might come within the sphere of its influence. All girls sixteen years of age and over are eligible to join. The membership is divided into two classes, active members and patronesses.

The governing body consists of a Board of Trustees composed of seven members, a Board of Directors, and an Advisory Board. The officers are a president, a vice-president, a secretary, and a treasurer. The first corps of officers were: Honorary President, Mrs. Catherine McDermott; President, Miss Anna B. Fleming; Vice-President, Miss Celes Jarvis; Secretary, Miss Frances Maher; Treasurer, Miss Anna McKenna.

The first year the club had furnished rooms in the I. O. O. F. building, where classes in cooking, millinery, china painting, dressmaking, and current events attracted the interest of the members.

A few years later, a home owned by the Swalley family at 191 Fraley Street was purchased by Mrs. McDermott and presented to the club. Since then the club has enjoyed a material growth in members, and during the past year marked improvements were made in the interior of the club home. A beautiful living room with splendid lighting and fireplace and large enough for the meetings of the club was constructed from three smaller rooms. This cozy room of ample size has added greatly to the social life of the club. The organization is doing an excellent work in the community and is growing in members and influence from year to year.

ROSE LYLE.

### THE YOUNG MEN'S CHRISTIAN ASSOCIATION

During the summer of 1894 a new organization, the Y. M. C. A., came quietly into the town of Kane. It started August 20, 1894, with twenty-five members. In November of the same year a constitution was adopted. The need of the

"Y" by the boys and men of the town could be seen from the fact that before the close of the year the membership had grown to 129.

Very early in its history the "Y" took up the work of Bible classes and religious meetings for men. For a number of years a Sunday men's meeting was largely attended. In the first year a reading room was opened and this feature has been continued through all the years up to the present.

Another important service assumed by the "Y" in the early years of the association and maintained for nearly a quarter of a century was an annual lecture and entertainment course.

In 1897 and for some years thereafter classes in shorthand were conducted for young men; later, classes in the same subject were opened for young women.

Junior members were first admitted in 1899; these members have steadily increased in numbers from year to year until at the present time, 1928, a large percentage of the total membership is made up of Juniors.

Gradually the new organization added more and more of the work of the larger "Y." In 1906 the first boys' summer camp was conducted, and in this same year the membership rose to 329. In 1912 the first Boy Scout troupe in Kane was organized. The swimming pool and billiard tables were also added in this year to the "Y" equipment. In 1915 the Father and Son movement was inaugurated, and in 1922 the local association was incorporated.

With a charter membership of twenty-five the association has grown to an enrollment of 463 members, September 1, 1928.

Presidents of the Kane Y. M. C. A. and date of election:

A. D. Clark.....	August 20, 1894
A. W. Davis.....	December 3, 1894
A. D. Clark.....	December 4, 1895
B. N. McCoy.....	February 6, 1900
Windlow Russell.....	February 11, 1913
W. H. Davis.....	April 1, 1924

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## LOCAL ORGANIZATIONS

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General Secretaries of the Kane Y. M. C. A. and approximate date of beginning service:

John F. Landgraff.....	November 16, 1894
C. E. Reed.....	June 6, 1895
Windlow Russell.....	September 15, 1897
Mr. Rollins.....	August 15, 1906
George H. Williamson.....	September 3, 1907
Mr. Stahl.....	January 9, 1908
C. E. Dodge.....	October 1908
A. O. Ludwig.....	September 1911
C. F. Stratford.....	November 11, 1913
A. R. Hazard.....	September 1, 1917

Location of Kane Y. M. C. A. rooms:

Carey Block on Fraley Street, 1894-1897.

Scipio Young Building on Fraley Street, 1897-1903.

Y. M. C. A. Building on Greeves Street, 1903 to present time.

While in the beginning the work of the Young Men's Christian Association was largely evangelistic, the trend today is in the direction of a Christian education movement. Its purpose is to teach proper standards by which to measure life situations and to develop Christian habits, attitudes, and characteristics. Through play it seeks to develop that fellowship, health, and good sportsmanship which will carry over into the activities of later life, and in all its work to inspire those ideals which count in this practical age.

### THE KANE YOUNG WOMEN'S CHRISTIAN ASSOCIATION

In the closing months of 1912 a group of ladies of Kane came together in a real spirit of adventure with a determination to give girls, through with school and at work, opportunities for spiritual, mental, physical, and social growth. It was a courageous thing that they did when they rented a five-room flat on the third floor of the Merrill Building (now McCrory Building) and without any funds, on New Year's Day, 1913, they opened to the public a Girls' Club.

It was surprising how many people were interested and how the furnishings were accumulated, partly from attics, but the rooms looked comfortable and attractive. With Miss Clare Armstrong as the chairman, they made a constitution and elected their first officers:

President—Margaret MacEwen  
Vice-President—Stella McKnall  
Secretary—Anne McNeal  
Treasurer—Mrs. J. M. Heimbach  
Membership Chairman—Mrs. W. H. Davis  
Finance Chairman—Mrs. Catherine McDermott  
House Chairman—Mrs. R. L. Williams  
Chairman of Religion—Mary Blew  
Social Chairman—Lora Heim  
Education Chairman—Minnie Armstrong

Members paid dues of ten cents a month, or patronesses fifty cents a month. A report in August, 1913, showed 489 members registered, 26 patronesses, and total receipts of \$333.71, and expenditures \$324.78.

There were eleven weekly classes conducted, with 81 attending. The membership was very large, but many did not pay for the year and it was found wise to have yearly dues of \$1.00 and \$5.00. The first campaign for members in September, 1913, brought in 137 new members, 26 patronesses and \$221.80. In the spring of the first year Mrs. Annie E. Lyte gave the use of her corner lot on Greeves Street for a tennis court, and on the initiation of the Girls' Club it was put in shape with one court for the girls and the other for the boys who had done the work. For the first two months interested women took charge of the rooms afternoon and evening, but on March 1st Miss Clare Armstrong became part-time secretary.

The beginnings were very small and there were times when the financial burden was very great and the club was living just from month to month, but it never went into debt. Funds were raised by rummage sales, food sales, concerts, and subscriptions. Mrs. T. B. Evans was president in 1914



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## LOCAL ORGANIZATIONS

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and 1915 when the Girls' Club undertook the herculean task of introducing Kane to the first Chautauqua (1914) and selling the tickets, a piece of educational work of a very high order. In winter classes were conducted in French, basketry, English, modern problems, china painting, current events, millinery, sewing, cooking, Bible study, community singing, and stenography. The first year an attempt was made to have a gymnasium class at the high school, but permission was not given for a class to start until January, 1915. After that, splendid classes were conducted by Miss Lenore Gillis.

In the fall of 1914 the Girls' Club was established well enough to take a house, 80 Greeves Street. Mrs. R. L. Williams had charge of furnishing the larger quarters, which included three bedrooms to rent. The third floor apartment was given to the matron, who was in complete charge until Miss Elizabeth McKnall was made secretary in November, 1915. Larger service was given the community, for the headquarters were much more convenient and very much used. Mrs. W. H. Bunce was president in 1916, Mrs. D. R. Woodward in 1917, and Miss Minnie Armstrong from 1918 to 1923. It was almost with consternation that notification to vacate these attractive quarters was received in 1919. The Board of Directors were willing to buy a permanent home, but nothing suitable could be found; there was no place to rent. On October 1, 1919, Mrs. E. H. Watkins had the task of moving the club to a four-room apartment at 8 Chestnut Street, where Miss McKnall resumed her duties. The location was impossible and the club had to be closed from September 15, 1920, to October, 1922, when it reopened in a second floor apartment in the McCrory Building. The reopening was largely due to the work of Miss Clare Armstrong, the founder, who was home on furlough from Y. W. C. A. work in Japan. She was part-time secretary the winter of 1922-23, and very good work was done with a small membership.

Miss Katherine McCoy became president in the fall of 1923, and about this time the discussion of membership in the Young Women's Christian Association was seriously

commenced. The question had been up for consideration in May, 1920, when Miss Myers, a field secretary of the Y. W. C. A., discouraged the change. Her two-day survey showed the field was small and neither dormitory nor cafeteria were needed. When the request was made and steps were taken in 1923, Mrs. Helen Schuyler, who was sent from National Headquarters in New York, gave the greatest encouragement and through her efforts the affiliation was completed in June, 1925. This change was accomplished without opposition from anyone. Kane became one of five towns in northwestern Pennsylvania to have such an organization, and the other towns are all much larger.

Another very important change was made in 1925. Rooms were remodeled in the Bender Building, 16 Field Street, just to fit the needs of the organization for years to come. Mrs. Milo Cox and Miss Dorothy Lyte had charge of furnishing the rooms in an attractive and beautiful way. New furniture was bought and many lovely gifts were received. On October 16, 1925, the rooms were opened to the delighted public.

To make this enlarged work possible a budget drive was organized and conducted to raise \$3,200, on April 28 and 29, 1925. The grand total pledged for that first drive was \$4,238.25, which was a very clear approval in the change to a Y. W. C. A. Since then the Y. W. C. A. is expected to solicit funds each spring. The last week in April, two days are given by a group of enthusiastic workers to raising the budget for the ensuing year. In 1926 \$3,500 was needed and \$4,460 pledged; in 1927 \$3,600 was needed and \$4,065 pledged; and in 1928 \$3,600 was needed and \$3,700 was pledged. Each year the amount has been oversubscribed, but it has not been the policy to increase the expenses, but rather to save for a lean year.

Miss Katherine McCoy was president until January, 1926, when Miss Minnie Armstrong took the chair. The Executive Board consists of twenty-one members, elected seven each year to serve for three years. They elect their own officers, who may serve three consecutive years. It is the

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duty of the Board to study and interpret the policies of the National Board and adapt them to the local association. In the fall of 1923 Miss Mary Bender became general secretary. She has constantly better fitted herself for her position, attending summer school in 1925 and also attending camps and conferences. After the move to the permanent quarters, where the increased activities made it necessary to have a secretary in charge all the year and to keep the rooms open from nine o'clock in the morning until ten o'clock at night, an assistant secretary was employed. Under the efficient chairmanship of Mrs. C. F. Feit the membership has increased to over 500.

An organization that has had such a slow and sure growth and has weathered real reverses has its roots very deep in the community and is planted to stay. The work has not changed radically since the Girls' Club was first founded, but has rather grown and developed. It is the policy of the Y. W. C. A. to adapt the work for women and girls to meet the peculiar needs of each community. The association center is used by numbers of women's organizations for meetings; school girls and clerks daily use the kitchen to prepare their noon lunches; the high school and sub-high girls are organized into Girl Reserve groups instead of Camp Fire Girls. There are two active clubs of business girls. Classes are offered each fall which are more popular some years than others; a room registry is conducted and rooms are found for scores of strangers in Kane; the tennis courts have been reconditioned and both courts are now used by the girls.

A fine spirit of fellowship and friendly relations among community groups is promoted through the membership meetings. Each year there is an annual meeting of all members in January, a Mother and Daughter banquet, a spring party, and a fall rally. This local organization has taken its place in the great world Y. W. C. A. by helping to support the foreign work; and it was hostess to the Y. W. C. A. Inter-Town Institute of northwestern Pennsylvania in 1927. It is a progressive organization, one of the first to

inaugurate the non-fee membership, and open all activities to all girls and women, whether members or not. All funds are raised in the budget drive, and there is no membership fee. Membership means sympathy with the Y. W. C. A. purpose and willingness to serve in some way. It means "A desire to enrich life through the fellowship and activities of the Association and to work with others in making life better for all women and girls."

MINNIE L. ARMSTRONG.

### THE BAPTIST CHURCH

Late in November, 1887, a group of interested people met at the home of Charles Roose and organized the First Baptist Church of Kane. The charter members of the congregation were P. C. West and wife, Charles Roose and wife, Emry Davis, Mrs. W. Parkhurst, Mrs. Dora A. Norlin, Mrs. Martha Young, Mrs. Sarah Ware, Mrs. Margaret Mentis, and Mrs. C. R. Dickey. December 4th a call was sent to the Rev. O. B. Thomas, who served the church as its first pastor.

January 8, 1888, a meeting of the church was held at which the first Board of Trustees was elected. The following were selected for this board: P. C. West, Charles Roose, E. R. Britton, J. L. Mitchel, and Emry Davis.

Without delay the Trustees decided early in February of the same year to buy a lot and build a church. Work was at once begun on the new structure, which was completed within the year. This shows remarkable faith and confidence in the new church, for at that time there were but twenty-one members.

In the great Chase Street fire of 1906 the church was entirely destroyed, but the congregation with splendid courage set bravely to the task of rebuilding. On the old site a beautiful brick and stone church was erected. The auditorium is especially well designed with baptistry, choir loft, and organ in front of church. Adequate Sunday-school rooms are also provided. A neat and attractive parsonage is located adjacent to the church.



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The membership is steadily increasing and the church is doing a valuable work in the community.

### THE CONGREGATIONAL CHURCH

The Congregational Church, with a membership of 275 and a Sunday-school enrollment of 135, holds a leading place in the religious life of the community.

The church had its beginning in 1887, when on December 29th of that year it was organized at a meeting in which Rev. J. G. Carnachan, LL.D., of Meadville, Pa., acted as moderator. There was a charter membership of twenty-five. A call was sent to Rev. George Belsey, of Lead City, S. Dak., to become first pastor. Mr. Belsey accepted the call and entered upon his work in Kane February 2, 1888. The pastor and congregation promptly took up the project of building a new church. Rapid progress was made and before the close of the first year a beautiful and substantial church was erected. The original building is still serving the congregation, though in 1916 it was remodeled and greatly enlarged. In addition to the auditorium there is an ample lecture or Sunday-school room, with class rooms adjoining and a spacious dining room and kitchen in the basement.

Rev. Mr. Belsey continued as pastor until December 30, 1889, and was succeeded by the Rev. Charles Arthur Jones, of New York City, whose long, efficient, and helpful ministry was continued until 1904. The parsonage was built in the early years of Mr. Jones' pastorate.

The complete list of ministers serving the church from date of organization follows:

George Belsey.....	1887 to 1889
Charles Arthur Jones.....	1889 to 1904
Newman Matthews.....	1904 to 1910
Charles H. Dutton.....	1911 to 1915
J. G. Clutterbuck.....	1915 to 1917
G. Herbert Ekins.....	1917 to 1918
Charles A. Forbes.....	1919 to 1920
O. T. Anderson.....	1920 to 1924
T. Aird Moffat.....	1924

The church has a well-organized Sunday School and Christian Endeavor Society, and has at all times been active in missionary and social work of the denomination.

Under the able leadership of Dr. Moffat, the church is growing steadily in membership and influence, and has become a power in the moral and spiritual welfare of the community.

#### THE FREE LUTHERAN EVANGELICAL CHURCH

On the corner of Edgar and Biddle Streets stands a church edifice bearing the name "The Free Lutheran Church of Kane," which is better known as "The Swedish Mission Church of Kane." The congregation is composed of Swedish Americans some of whom found their way to Kane as early as 1869. From their native land they carried a desire for religious training and as early as December 25, 1871, they met for the first time to worship God in their mother tongue. This meeting was held in a school room in the rear of the church. A Mr. Loving, from Chandler's Valley, conducted the service. The following year they again met in the same place, with Mr. Oberg as preacher.

Rev. A. J. Nelson, Jamestown, N. Y., and Rev. Charles Peterson, of Knoxville, Ill., conducted a successful revival in 1877. A large number were added to the membership. The growing society needed a place to worship and at a meeting held at the residence of A. J. Nohlquist on the Smethport road April 15, 1878, the Free Lutheran Evangelical Church of Kanesholm was organized. Mr. Nohlquist's home has since been sold and converted into the Kane Country Club. At this meeting Prof. C. Anderson of Knoxville, Ill., presided and Henry Norlin served as secretary. The original records show thirty signatures of persons who thus became charter members of the congregation. These were: Mr. and Mrs. A. J. Nohlquist, Mr. and Mrs. Thomas Nilson, Mr. and Mrs. Carl Brostrom, Mr. and Mrs. J. P. Nilson, Gustaf Oberg, Mr. and Mrs. John A. Roos, Mr. and Mrs. I. F. Janson, Otto Janson, Mr. and Mrs. John Berglin, Mr. and Mrs. Gustaf Staf, Oscar Berglin, Mr. and

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Mrs. N. J. Nilson, Mr. and Mrs. Frans Dahl, J. H. Nohlquist, Mr. and Mrs. A. Nero, Mr. and Mrs. Henry Norlin, Mr. and Mrs. J. A. Berglin.

The constitution drawn up and adopted at this meeting has been changed from time to time in minor provisions of the by-laws, but has served as the fundamental law of the church since that time. The following was the first Executive Board: President, Rev. Charles Peterson; Secretary, Henry Norlin; Treasurer, Thomas Nilson; Deacons, J. F. Johnson, Gustaf Oberg, A. Berglin, C. Brostrom. At a meeting held December 8, 1879, it was decided to build a church. The building committee were the following: A. P. Nero, Alfred Berglin, Andrew Norman, Gustaf Oberg, Henry Norlin, J. A. Roos. Sam Christenson donated a part of his farm at Greendale, upon which the church was built. In 1885 the church was incorporated with the assistance of Attorney W. P. Weston. At that time the church had forty-five members, twenty-seven men and eighteen women. A parsonage was built at Greendale in 1887. Up to this time nearly all the services were conducted in Greendale, but in 1888 they began to have regular services in Kane; these were held in a hall on Bayard Street and later in the Congregational Church, which our American friends kindly opened.

In 1890 the congregation bought the schoolhouse from Mr. Elisha Kane, where the first Swedish meeting was held, and located on the present site of the church. In 1893 the parsonage at Greendale was sold, as the pastor preferred to live in Kane, but it was not until 1897 that steps were taken to erect a parsonage in town. The building committee were Andrew Skoog, Alfred Skoog, C. J. W. Asp, C. L. Okerlind, Reuben Johnson.

At the same meeting that planned a parsonage it was decided to build a new church to meet the needs of the growing congregation. The committee for this big task were Andrew Skoog, Alfred Skoog, Isaac Bengston, J. H. Sellin, C. J. W. Asp. These men had the honor as well as the responsibility of planning and erecting the present church.

Since the completion of the church all services have been held in Kane. The membership has grown steadily, at present (1928) being 165.

The following have served as pastors: Charles Peterson, 1879-1880; Hjalmar Anderson, 1880; A. G. Nelson, August, 1881, to July, 1882; Alfred Karlin, December, 1883, to July, 1885; Peter Joneson, July, 1886, to March, 1893; Ferd. Scholander, July, 1893, to November, 1896, and 1901 to September, 1907; Carl D. Bergstrom, January, 1897, to 1901; A. J. Lindquist, September, 1907, to June, 1919; C. E. Cedarburg, September, 1919, to May, 1925; Axel Strandine, May 1925 to the present time.

The Sunday-school choir, Young Peoples' and Ladies' Society are all active and doing excellent work.

REV. AXEL STRANDINE

#### THE PRESBYTERIAN CHURCH

The following sketch of the church is quoted from the May, 1927, issue of the *Presbyterian Banner*:

The First Presbyterian Church of Kane was organized November 14, 1874, by the presbytery of Wellsboro under the leadership of Rev. J. M. Gillette. The history of the church begins with the history of Kane itself, which at that time was not yet the beautiful mountain city of today, not yet the health resort it has since become, but a mere clearing in a virgin forest at an elevation of 2200 feet, the home of the deer, the fox, and the bear. The earliest meetings were held in the old Thomson House, in a frame schoolhouse later to be the African M. E. Church, and in the First M. E. Church.

In the year 1878 the present church edifice was erected. According to a gray marble memorial tablet to the right of the chancel, the church was built by Ann Gray Thomas in memory of her father, Thomas Leiper, and her mother, Elizabeth Coultas Gray, and to their ten children, whose names are inscribed thereon. Five years after its erection a nephew of Ann Gray Thomas, General Thomas Kane of Civil War fame, was laid to rest in a recess between the two main entrances to the church. A granite slab marks the spot and makes of the church a memorial to an officer of the highest rank, who served that this nation might remain one and undivided. A son of this General, Dr. Thomas Kane, is now serving the church as an elder and another son is the nationally known surgeon, Dr. Evan O'Neill Kane, head of Kane's famous Summit Hospital.



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## LOCAL ORGANIZATIONS

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Ten ministers have served the church since its beginning. The material progress was most marked under the Rev. J. Paul Shelley. During his eight years as a pastor, the auditorium was refloored, an organ installed, a basement was put in for the enlarging Sunday school and a manse was built. Again the equipment is inadequate to the needs of the second largest Sunday school in Kane. The Presbyterian Bureau of Architecture has already submitted the plans which are now under consideration. The addition is to cost \$25,000 and is in no way to disturb the present church edifice. The growth of the Sunday school has been largely attained under the leadership of father and son, William Hubbard, the church's first clerk of the session and life-long superintendent, and Charles Hubbard, the present superintendent of the school. The church boasts an elder who was sent to the General Assembly which met in Baltimore, because of a record of more than fifty years in the eldership, Mr. William Hilborn, now clerk of the session.

The Rev. Arthur J. Marbet has been pastor since November, 1924; he came from Cumberland, Ohio, and carried into his work here training and scholarly attainment of a high order. The church has prospered under Mr. Marbet's leadership. The Sunday school has grown in numbers and a fine men's class has been built up largely through the efforts of the pastor.

Mr. Marbet represented the Erie Presbytery in the General Assembly of the church which met in May, 1928, at Tulsa, Okla.

### THE SALVATION ARMY

It was an innovation in Kane when, in February, 1903, in the midst of the severe winter storms and high snow, five young women dressed in a peculiar blue dress with insignias and braid on, wearing a peculiar shaped bonnet with a band reading, "The Salvation Army," stood upon the corner of Fraley and Greeves Streets singing Gospel songs and playing their guitars and tamborines and spoke about the "love of God" in very ardent terms. Their names are indelible in the history of Kane, for Adjutant Jennie Brazier, Ensign Hyatt, Captain Myers and Lieutenant Belknap were the pioneers of the work of this organization that has become more popular in recent years since the late World War than ever before. There is little space here to tell about the town

"tuffs" who then graced the streets of the community and who with all the human curiosity listened to the songs and messages given by these "soldiers of the Cross," but the church registers and Salvation Army records show that a very pronounced religious impression was made upon them, and those who today remember them as the "tuffs" have forgotten this long ago, as they make a neighborly visit in their homes and talk about the "good old days" and the children who are named amongst the prosperous business people look back to the saintly "old" gray-haired folks with a proud joy.

"It's an ill wind that blows no good," says the old proverb, and when the big fire swept down over Kane and destroyed the old city block and adjacent properties, including churches, the door of opportunity opened itself and invited The Salvation Army to what later became its "Citadel." Ensign John Gourlay, an enterprising young man who had just married, with his young wife took charge of the work, bought the property on the corner of Chase and Bayard Streets and began to lay the foundation for a building. He would don overalls and help to lay the mortar and plumb the walls, square the beams and preach the gospel, and when, in June, 1910, Commander Evangeline Booth, daughter of the founder of The Salvation Army and head of the national work, with her staff, dedicated the new and permanent home of The Salvation Army, Kane Corps, it was an "ideal" lighthouse that stood upon the "Hilltop" in the "Mountain City" to brighten many homes and guide the wayfarer and souls groping in darkness.

Can we say any more that would add to the enriched annals of Kane? If so, it would only be "Pilgrim's Progress," for indeed the human needs that have been supplied, both physical and spiritual, runs into figures of six ciphers, but this, "America's Gentlehearted Samaritan," goes on to do his work that is daily adding to the Kane spirit that asset that is making "Home" more real and dear to us.

ENSIGN THOMAS V. THOMSEN.

XXIV

*Our Neighbors*

CLERMONT

ABOUT the year 1804 a great east and west highway was constructed through the southern tier counties; it originated in New York City and terminated at Hamilton (now Olean). Over this great highway came many pioneers journeying to various locations in Pennsylvania. This early road was in due time replaced with a modern hard-surface highway and continued to be used extensively by Pennsylvanians until the completion of the Roosevelt Highway a few years ago.

In 1841 covered wagons carried a colony of Germans from New York and Philadelphia over the New York to Olean road. Their destination was southeastern McKean County. The road, particularly after leaving Olean, was rough and the journey was long, but the company was enthusiastic, for they held high hopes for a prosperous settlement.

True to their German training, they had their work carefully planned. Each family had contributed \$50 and each single person \$25 to furnish the capital needed for the new enterprise.

Skilled workmen of various trades, a schoolmaster, and a Lutheran minister were numbered among the approximately 300 members.

The place selected for the settlement was the present site of Clermont and location was made on what is now often called Dumjohn Hill. Scattered about in the vicinity were a few clearings. The farms of the earlier settlers were those of Joel Bishop, Ranson Beckwith, David Estabrook, Anton Nestler, and Joseph Lucas.

Upon arrival the colonists set to work. Land was cleared, streets laid out, and log buildings erected. The town was named Teutonia, in honor of the man who organized the society.

In the center of the village was a large square. Here was built a two-story log house with a belfry, one story to be used as a school, the other as a church. Each family had a one-roomed cabin with a loft of goodly proportions. At one end of the village was the large barn which, because of its size, was called "The Pride of McKean County." Other buildings were the community kitchen, containing long tables and benches, where the single men took their meals; the store where the supplies were kept and from which each family, according to number, shared in the weekly allowance. There was also a shoemaker shop that took care of the shoe-making and shoe repairing for the village; a carpenter shop, blacksmith shop, a watchmaker shop, shops for a tailor, dressmaker and milliner, a bakery, a pottery, a tannery, brick works, and a sawmill completed the chief activities of the place.

On the hill south of the village, now Waterworks Hill, was the community garden, with the little house of the gardener. Both men and women were expected to work in the garden whenever they had time that was not needed for other duties.

But the experiment of holding property in common failed, though tried out faithfully and by men and women of unusual thrift and industry. What were the causes of failure, we may ask? Aside from the usual difficulties invariably encountered in all such communistic organizations, there were the factors of remote markets and poor roads. These were powerful influences working toward the defeat of the project. At the end of three years the society failed.

The receivers offered sixty acres of land to each and every family that chose to remain. Michiel Bayer, John Steinhauer, and Francis Heitman elected to stay at Clermont.

John and Adam Martin, Philip Roeder, and William Heinemann settled at Hamlin.

The post office, which was kept by one farmer after another among the old settlers, was called Clermontville until the Buffalo Coal Company opened the mines in 1874. The name was then shortened to Clermont.



Sergeant, the township in which Clermont is located, was settled in 1809-10. The first reference to the Cooper lands is met with at this time. Cooper's farm, now Clermont, is mentioned and the names of Van Winkle, Outgait, and Freeman appear. Alexander Van Peter Mills, surveyor for Cooper and Busti, surveyed Instantan, near Clermont, in 1810. Joel Bishop came to the settlement in 1811 and Sweeten, David Combs, Sr., R. Beckwith, and others settled in 1814 near Bishop's Summit. At the Clermont farm Paul E. Scull, John Gorlick, Phillip Lee, and others settled about 1819-20. Paul E. Scull was agent for Jacob Ridgway, and about 1821 cleared the Bunker farm. In 1827 the Red Mill was built by I. Burlingame near Clermont. The first school in the county was at Teutonia, where a colony of Germans settled in 1841. These people worked in common and placed the products of their labor in a common storehouse from which the wants of each family were supplied.

The first bituminous coal found in the county was discovered by a surveying party near Instantan in 1815. Jonathan Colegrove was the chief of the party. Wheeler Gallup, who was one of the party, told of coming to the windfall and finding stone coal lying beneath a bed of roots, "in some cases lumps of coal turning up with the roots."

O. J. Hamlin, of Smethport, writes of this in 1875. Coal from Skinner Creek was hauled by team to Olean and throughout Allegany and Cattaraugus Counties, New York. The Buffalo Coal Company bought the coal-bearing area in 1874 and opened the mine, the coal being hauled to Clermont for shipment.

#### HAZELHURST

Whether you approach the pretty little town of Hazelhurst from Smethport or from Kane, you will be impressed with the beauty of its location. From the county seat, the road follows Marvin Creek valley all the way, but keeps to the eastern side. The view across the valley is beautiful at all seasons of the year, but particularly so in the autumn when the frosts have given the leaves their brilliant coloring.

Shortly after leaving Smethport, the county home and farm is seen; the buildings and fields are well kept and are always neat and attractive. From the county farm all the way to Hazelhurst pleasing farm homes are on either side of the highway.

In going to Hazelhurst from Mount Jewett, the road winds down through the beautiful McKean Forest. You may search the state over and will find but few bits of woodland and roadway combined to form scenes of greater beauty than greet the eye of the tourist in going through the McKean Forest. On either side of the roadway is a considerable forest-covered area that belongs to the county, so there is no danger of losing in the future the beautiful forest on either side.

Funds for the purchase of the land in the McKean Forest were provided by public-spirited citizens of the county. Mr. A. J. Bond, of Bradford, led in the movement to secure the forest for the county, and, largely due to his efforts, McKean County is assured, for all time, one of the most beautiful drives in the state.

It is easily seen from the foregoing that from whatever direction you enter Hazelhurst you have a good impression of the town from the beauty of its surroundings.

The history of the town dates back to 1838. In that year William Field, of Howard, N. Y., purchased from the government a tract of forested land in the upper Marvin Creek valley; the price paid was \$1.25 an acre. Mr. Field moved his family to Howard Hill, the present site of Mount Jewett. The nearest neighbor was a Mr. King, who lived six miles away on a clearing along Marvin Creek.

Mr. Field was, undoubtedly, a man of energy and one who believed in the future of the new region in which he had settled. Among the first tasks taken up was to cut a roadway through the forest from his home on Howard Hill to the present location of Hazelhurst. This route, we are told, follows closely that of the present Roosevelt Highway.

The next work of importance on Mr. Field's program was to remove all obstacles from Marvin Creek, that logs might

be floated down. This project was completed to a point a mile below Smethport, where the logs could be rafted. The expense incurred by Mr. Field in thus clearing the creek was approximately \$1,000.

A sawmill was then built at Hazelhurst and Field was soon engaged in lumbering. Cherry was the variety of lumber selected, because at that time it was one of the few kinds of wood of sufficient value to be manufactured profitably. When the stand of cherry was exhausted and the lumber all rafted down the Allegheny River to Pittsburgh, Mr. Field cleared the farm, now (1928) owned by a Mr. Randall, and for some years engaged in farming. In 1868 Mr. Field sold his farm to a Mr. Fletcher, who made the place his home for a number of years. The only other farm in the vicinity was the Robinson farm, a short distance below Hazelhurst, and between the two places there was a large acreage of virgin forest that remained standing until 1892.

In 1890 B. F. Hazeltine built a small sawmill on Marvin Creek for the purpose of sawing lumber for a larger mill that was erected in 1892. The land was bought for its fine stand of hemlock timber.

Point Pleasant, a short distance above Hazelhurst on the Wilcox road, was selected for the site of the mill and cottages for employees. The name, Hazelhurst, was given to the village in honor of the owner and his woods. The Orcott house, the oldest structure in Hazelhurst, was built by Mr. Hazeltine for the first foreman of the mill.

The town in the 90's entered upon a period of industrial development. A chemical factory was built in 1893, a handle factory in 1895, and in 1899 the first window-glass factory was put up; two others and a bottle factory followed in the succeeding five years. Of all these, only the bottle factory remains (1928).

The first school was the old white school of Rose Hill on the Richard farm. Later, owing to the rapid growth of the place, larger quarters were required and the pioneer school house was moved to the Field farm and converted into a dwelling.

In 1899 a six-room wooden building was constructed, but by 1912 this building was also outgrown and the present modern brick school was built. At that time the population of Hazelhurst was over 2,000, but within the last decade the population has steadily declined until at the present time there are less than 500 residents.

### MOUNT JEWETT

Mount Jewett is one of the older towns of the county, having been founded in 1838 by William Field, who came to Pennsylvania from Howard, N. Y. By some it is thought the founder called the new settlement Howard Hill in honor of his old home town in New York. Possibly the more nearly correct explanation of the name, Howard Hill, is that the town was so named after one of the early settlers. Certain it is that among the very first settlers there was a family named Howard.

Whatever may be the origin of the name, Howard Hill, there can be no doubt but that it was the only name applied to the town until 1881, when the Erie Railroad began the construction of its road through the region and renamed the place Mount Jewett in honor of the President of the road.

The Mellanders, Atkins, and Nelsons settled in Howard Hill as early as 1871. During the next few years the families of J. W. Nelson, Mr. Lunden, and John Nelson had moved to the town.

The post office of Mount Jewett was established in 1882, with A. Mellander as first postmaster.

The town plot was surveyed in 1883 and the village grew steadily until 1893, when a borough charter was secured; A. G. Phillips was the first burgess. Following Mr. Phillips, W. J. Kerr, H. A. Thompson, C. R. Gallup, Charles Lunden, and F. F. Willman also served in this office.

Aside from lumbering, the chief occupation of the first settlers of Howard Hill was farming, for at that time oil and gas were unheard of and it was not until 1884 that test wells showed the wealth of natural resources beneath the surface.



Mount Jewett has been by no means dependent on agricultural resources nor even on oil and gas for its growth and progress. Very early in the history of the town, because of good shipping facilities and cheap fuel, important manufacturing plants were located here.

Prominent among these were the basket factory of N. D. Battison, which was sold a year or two later to Davis and Reese, and the tannery of O. B. Mosser & Company, established in 1887. The latter industry has since grown until it is, without doubt, the chief industry of the town.

Window glass manufacture was begun in Mount Jewett in 1900 by the Boyd Window Glass Company.

Mount Jewett, since its first organization, has had three school buildings, the first two of which were destroyed by fire. During the past two years the Board of School Directors have purchased a lot and erected thereon a fine brick gymnasium, which is among the best appointed buildings of its kind in northwestern Pennsylvania. The town maintains a fine system of schools and an excellent faculty of well-trained teachers.

A prosperous National bank takes adequate care of the varied business enterprises.

Six churches serve the community—the Methodist Episcopal, Presbyterian, Swedish Evangelical Lutheran, the Church of the Mission, Episcopal, and Roman Catholic.

With excellent railroad facilities, abundant supply of natural gas, electrically lighted streets, varied manufacturing, good roads (located on the Roosevelt Highway), the future of Mount Jewett is very promising.

#### PORT ALLEGANY

To appreciate the importance of the place held by Port Allegany in the history of Pennsylvania it is only necessary to picture conditions in the state at the dawn of the nineteenth century. The Revolution had been terminated by the treaty of Paris less than twenty years before. The lands of northern and western Pennsylvania had within a few years previous been secured by treaty and purchase from the

Indians. In the extreme northwestern counties straggling settlements had been made in Erie, Crawford, and Mercer Counties, but Warren, McKean, Potter, and the counties immediately to the south of these were still an unbroken wilderness.

To protect the country from invasion from Canada in the stormy days prior to and including the period of the War of 1812, the government constructed roads to this northwestern frontier, that troops might be moved quickly in case of invasion. One of these roads led northward from Pittsburgh through Lawrence, Mercer, Crawford, and Erie counties to Erie. A second was from Bald Eagle's Nest in Center County through Clearfield to Waterford and Erie; a third, usually referred to as a military road, lay along the Susquehanna, following that stream and the Sinnemahoning through Driftwood, Emporium, Williamsville, Kane, Ludlow and Morrison, reaching the Allegheny River near the present town of Kinzua. A fourth route, much traveled by Indians in prehistoric times, followed the west branch of the Susquehanna, as did the previous route, as far as Emporium, thence north to Shippen, where boats were left or carried overland from that point to the Allegheny River at Canoe Place.

That this east and west route was known and used by the Indians is an accepted fact. For generations without record the red man in peace and war took the long winding river journey and at the end in the portage from the headwaters of the Susquehanna to the Allegheny must have welcomed the site of the present town of Port Allegany, where the river was large enough to relieve him of his burdens.

When the Indian braves had made their last weary march over the long portage and passed on to the great West, never to return, Canoe Place was soon made the seat of a white settlement and for a generation or more continued to stand as the gateway to the West.

The Susquehanna, with portage to Canoe Place, was for many years the most expeditious way to southwestern New York and the northern tier counties of Pennsylvania. True,

the state built a road from Milesburg through Clearfield, Brookville, Corsica, and Waterford to Erie as early as 1795, but the route was poorly chosen and in many places without bridges—it was an extremely difficult journey to make. The need for the military road from the river at Emporium through Kane to the Allegheny at Kinzua disappeared with the close of the War of 1812, so that this road was not maintained and became quickly overgrown with trees and almost impassable. It was not, therefore, until the State turnpike from Milesburg through to Erie was opened in 1824 that a better way than the river route through Port Allegany was available to the pioneer and traveler who would journey from eastern Pennsylvania to the unsettled counties of the north and west.

As early as 1788 there is record of a party of considerable size coming up the Susquehanna and the Sinnemahoning and camping for a time near Canoe Place before continuing their journey west. Legend has it that this party continued down the river and settled at Franklin, Venango County.

The first settlers at Canoe Place are generally believed to be the family of Samuel Stanton, who moved to the locality in the year 1815. In the same year a sawmill was built by Obediah Sartwell, W. W. Whitney, Benjamin Burt, and David Burt. This mill changed hands many times, but was continued in the same location until 1869, when it became the property of Daniel Clark.

David Burt was the first farmer in the Port Allegany region. George McDowell, Obediah Sartwell, and Seth Hackett were also prominent farmers or farm owners in the 30's.

As early as 1816 Benjamin Burt and Daniel Stanton built a large barn that was a landmark in the neighborhood until 1885. Mr. Burt was one of the early pioneers. He died in 1876 at the age of ninety-seven years.

For half a century Port Allegany was a center in the lumber and tanning industries. Following the first mill built in 1815, one after another of the mills were burned, only to be rebuilt promptly and the industry carried on. The first mill on the Portage was built in 1838 by Luke, John, and

Harvey Gibson, but was burned in 1843. A second mill was built on the Portage in 1849 by David Cornelius and S. S. Lillibridge. Eleven years later this same David Cornelius was scouting in the forests of the Big Level and aided General Kane in building the first house in Kane. A picture of this early structure is shown elsewhere in this volume.

The town was called "Canoe Place" until about 1842, when the name was changed to Port Allegany.

The first teacher was Miss Eliza Manning, and the first school was conducted in the Red House. The first school building was erected in 1836.

Port Allegany has a beautiful location in the picturesque and historic valley. The charm of its location can best be appreciated by taking the drive from Smethport over the hills by the old road. The town has excellent schools, well-paved streets, attractive churches, well-established banks, all of which reflect the enterprise and progressive spirit of its citizens.

#### LUDLOW

*Loveliest village of the plain.*

—GOLDSMITH

Following the Roosevelt Highway north and west from Kane, the road soon begins a gradual descent into the beautiful valley of the Two Mile Run. The roadway is of recent construction and is one of the best examples of Pennsylvania road building; there are long stretches perfectly straight and the curves are gentle, making for speed and safety. About five miles after leaving the Big Level the village of Wetmore may be seen across the valley nestled against the hillside with the chemical factory in the center. From this point on, the hills on both sides are higher. On the left is Wildcat Hill, with the old roadway going down at an angle and making the perilous grade crossing over the Pennsylvania Railroad on the side hill and continuing to meet the highway near the baseball park. Looking ahead, in the distance may be seen the fine new filling station so placed as to be sighted at a considerable distance when going either east or west. But



do not give too much of your attention to this attractive and beautifully situated station, or you will miss a glimpse of the really wonderful little recreation park. Only a small part of this charming playground may be seen from the highway.

The place is well worthy of a visit. You will find a beautiful pavilion recently constructed by public-spirited citizens of Ludlow, so that the outdoor gatherings in the park may have protection in case of rain. Swings and other playground apparatus make the park an attractive place for boys and girls, while the splendid baseball diamond is often the scene of eagerly watched contests between opposing teams. The park as a whole is a fine testimonial of the liberality of Ludlow's leading citizens.

From the park to the town of Ludlow the road passes in a long sweep between a high wooded hill on the right and beautiful woods on the left. Through dense evergreen foliage and trees you catch sight here and there of a brook hurrying along over rocks and seemingly running parallel with the road. Just as you enter upon the main street of the town, another road may be seen climbing the steep hill on the right; this road leads across the high ridge going down on the other side and joining the Kinzua road at Bliss's.

A fine wide street runs the full length of the town. Your attention is first attracted to the modern high school building on the right-hand side of the street. The houses are all neat and attractive, but the homes adjacent to the high school and continuing on the same side of the street are far more beautiful than usually found in towns of this size, and they are surrounded by lawns and gardens even more beautiful than the houses. To the left, the eye follows a broad, well-kept street built across the town and valley and at right angles to the highway. Above this street are sunken gardens that give a pleasing effect to the street leading to the station of the Pennsylvania Railroad on the other side of the valley. After passing the residences on Main Street, well to the left and along the southern side of the town is to be seen the extensive plant of the Curtis Leather Company stretching along the valley toward the west.

This tannery was built in 1876 by J. G. Curtis and began operations in 1877. The story of this very interesting and valuable industry is fascinating in that from the first it showed unusual development and progress from a small beginning. It is said that when the tannery was first erected in 1876 it had a capacity of but fifty hides a day, but constant growth has increased the output to over 1,100 a day.

Mr. Curtis was in control of the plant until 1901, when his interest was purchased by the present company, which is an independent concern controlled by local capital.

The first settlement was made in 1871. Joseph Nicholson and a Mr. Fox were the first settlers. A year or two later a few Swedish families moved in, a Mr. Hagstrom being the first Swede to locate in Ludlow.

Very early in the history of the town the chief industry was lumbering. Sawmills were built and operated by Mr. Fox and Mr. Curtis, but upon the erection of the tannery by the latter and its subsequent steady growth, lumbering was superseded by tanning as the first industry of the place.

The town was at first called Kinzua Siding, but in 1874 the name was changed to Ludlow. In the early days all groceries and supplies came from Warren; early settlers relate that all these supplies were hauled in for the most part by a Mr. Vans, who drove an ox team and made regular trips to the thriving little village on the Two Mile.

Ludlow is remarkable for its accomplishments as a thriving manufacturing town, but even more worthy of note is what has been done in a civic way. There is in Ludlow a group of public-spirited men and women by whose efforts and liberal gifts the town has acquired many things that ordinarily only much larger communities are able to enjoy. Electric lights and wide, well-paved streets, beautiful houses, a fine high school, a teaching corps of well-trained and experienced teachers, two boy scout troops with exceptional leaders and having the finest community support—these are but a few of the civic achievements that make Ludlow an exceptional town and a very desirable community in which to live.

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## APPENDICES

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### APPENDIX A

From the *Kane Republican*, September 2, 1900

#### THE PARK LANDS

*The Council Fully Explains the Situation to the Citizens of Kane*

#### CAN THE DEED BE DOUBTED?

The citizens of Kane are hereby put in possession of the facts of the case and given an opportunity to think the matter over and offer any suggestions that will be of benefit to the prosecutors, who in this case are the people.

*To the Citizens of Kane:*

It is generally known among you that the corporate authorities of the Borough of Kane have begun proceedings to regain for the borough, possession of the park lands, but it may not be so well known how extensive these lands are, where they lie, and how the borough came into ownership of them.

The present Council, like the Council last year, finds itself confronted with duties of great importance to the people, and involving the expenditure of a considerable amount of money, and like the Council of last year, they do not wish to take any momentous step without informing their constituents of the contemplated move, giving their reasons therefor, and consulting them in regard to it.

As this question of the park lands could not readily be explained to, nor discussed by, the people at a public meeting, it has been thought best to briefly set forth the facts in a communication inserted a few times in the *Kane Republican*, so that every citizen can read, and preserve if he so desires, a concise account of the facts concerning our title.

The lands involved are situated as follows:

One piece containing 57 acres lies south of the P. and E. R. R. and west of the road leading from Kane to Jo-Jo.

Another piece containing 35 acres lies mostly west of the P. and E. R. R. yard, and between the railroad lands and Park Avenue.

A third, containing 600 acres, lies north of the borough, beginning at the northern extremity of Hacker Street and extending down the Kinzua Valley a short distance.

No building lots nor farms have been sold off any of these tracts, nor will this suit involve in any way the title to any lands not given in the subjoined deed for park purposes.

As will be noticed in the deed of the park, the land, and the water courses and water rights are separated, the land itself having been given

for park purposes, and the water courses, springs, etc., for the purpose of supplying the borough with water.

With the omission of the long description of the premises, the whole of the deed under which the borough claims is given below.

In the steps that have been taken thus far, the Council has not proceeded blindly nor on insufficient nor incompetent advice, but has had the borough's title examined by some of the best legal advisers of Pennsylvania, who pronounce it good.

Under this advice, and knowing the danger of long continued delay and the aggressions of trespassers unopposed, when once our rights become known to us, the Council has thought that its duty was very clear.

This fight, although perforce it is in the conduct of the Council, is the people's fight, and will be the people's gain when won.

The matter is now fairly before you, and the Council is open, through every avenue of communication, to suggestions from you who are directly interested.

KANE BOROUGH COUNCIL,

ADRIAN SIZER,  
*President.*

NEIL C. MAC EWEN,  
*Secretary.*

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## APPENDIX B

### THE DEED

McKean and Elk Land  
and Improvement Co. }  
and } ss.  
William Biddle  
et al. }

Know all men by these presents, whereas the McKean and Elk Land and Improvement Company, by indenture, bearing date the eighth day of July, in the year of our Lord one thousand eight hundred and sixty-seven, granted and conveyed unto William Biddle and Thomas L. Kane, trustees, three certain tracts and places of land, situated in Kane, in the county of McKean and State of Pennsylvania and bounded and described as follows:

Reserving and excepting out of the said three tracts or pieces of land, the waters, water rights, reservation, exceptions, rights, liberties, privileges and easements therein set forth and hereinafter fully stated and



mentioned. Now these presents witness and is hereby provided, covenanted, expressed and agreed by and between the said McKean and Elk Land and Improvement Company, and the said William Biddle and Thomas L. Kane, in consideration of the Premises and of the sum of one dollar lawful money of the United States of America, mutually paid at and before the ensealing and delivery of these presents, the receipt whereof is hereby acknowledged, that they, the said William Biddle and Thomas L. Kane, hold and are seized and possessed of the three tracts or pieces of land above described, subject nevertheless to the above mentioned reservations and exceptions of waters, and water rights as hereinafter stipulated to and for the benefit and advantage of the borough of Kane, and of the inhabitants thereof, to be solely and exclusively used and occupied as for public parks under such rules, orders, reservations and restrictions as they, the said William Biddle and Thomas L. Kane, trustees as aforesaid, or their successors in the trusts hereby declared, shall and may from time to time, impose, make and declare for the public benefit and advantage of the said borough of Kane, and the inhabitants thereof, and inasmuch as it is conceded by the parties to this instrument that the removal of the wood or undergrowth from any portion of the said lands would impair and injure the value of the waters and water rights reserved as aforesaid and hereinafter specially designated, it is hereby expressly understood and provided that no power is to be granted or vested in the said trustees to cut down, remove or sell, or cause to be cut down, removed or sold, any portion or portions of the living timber or undergrowth now standing thereon, except for the purpose solely of opening through the same such views, walks, roads or drives, or of making and enclosing deer parks, fish ponds, lawns, and bowling green, as may be required for the desirable adornment of the said parks, and the rational gratification and convenience of the public visiting them, and it is hereby further provided and declared that the said trustees or their successors in the said trusts to be appointed as hereinafter provided may whenever in their opinion it shall be proper so to do, and by mutual consent, subject however to the approval of the Court of Common Pleas of the said County of McKean grant, and convey the lands and premises the subject of the trusts hereby declared, reserving nevertheless the said reservations and exceptions of waters and water rights unto the proper authorities of the said Borough of Kane, to be designated by the said court, to be held upon the same trusts, restrictions, terms and conditions, powers and authorities, and for the same and like uses, intents and purpose as the said lands are now held by the said trustees, and as herein provided and set forth, and that upon making such conveyance the said trustees shall be freed and discharged of and from the said trusts concerning the said parks, and whereas the said, the McKean and Elk Land and Improvement Company, by a certain other indenture bearing date the eighth day of July anno domini

1867 granted and conveyed unto the said William Biddle and Thomas L. Kane, trustees, all the reservations, exceptions, rights, liberties, privileges and easement reserved and excepted by the indenture first hereinbefore recorded out of each of the above described three tracts or pieces of land, the same being designated in the said first mentioned indenture, as all waters, springs, streams and water courses of whatever kind with the exclusive right of using the same, and the full, free and uninterrupted right, liberty and privilege to construct and make all drains, ditches or other channels for conveying water, reservoirs, and dams, and to lay pipes and conduits or to divert in any manner the natural course and flow of the said water, springs and streams and for the purpose aforesaid to erect all suitable structures, machinery or buildings on any part of the said premises and to have at all times free, clear and uninterrupted right of way and access over, upon and across any part or portion of the said premises, and the right and privilege for the purposes aforesaid to make use of, occupy, and take any part, or parts of lands, thereby conveyed and granted. Now these presents further witness and it is hereby further provided, covenanted and agreed by and between the said the McKean and Elk Land and Improvement Company and the said William Biddle and Thomas L. Kane in consideration of the premises and of the further sum of one dollar, lawful money of the United States of America mutually paid at and before the ensembling and delivery of these presents, the receipt whereof is hereby acknowledged, that they the said William Biddle and Thomas Kane, hold and are seized and possessed of the above described reservation, rights, liberties, privileges and easements, waters, water right, powers and authorities above set forth for the purpose of supplying the said Borough of Kane with water and in trust to grant and convey all the said reservations, rights, privileges and easements, waters, water rights, power and authorities unto the "Kane Gas and Water Company" or unto such other corporation or corporations, person or persons, and in such way and manner as to them the said Trustees or their successors in the said Trust may appear best and most advantageous for the said Borough of Kane and for the purpose of carrying out the full intention of these presents, and it is hereby provided that upon making such conveyance the said Trustees shall be thereupon discharged and relieved of and from the trusts hereby expressed and declared of and concerning the said reservations, privileges, waters, and water rights above described and every of them, and provided further, that the said Trustees or their successors in the said Trusts or their grantee or grantees as the case may be shall have full power, liberty and authority to grant and convey the right and privilege of introducing water to lands East of the towns of Kane and North of Smethport road by setting in a hydraulic ram or water wheel and force pump in a stream in subdivision number seventy-six of warrant three thousand one hundred and fifty-four and of laying a half-inch pipe leading from such ram or

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pumps to a point in subdivision number ninety of warrant three thousand and one hundred and sixty-six and as is hereby further provided and declared of and concerning all the Trusts expressed and declared by this instrument that in case of the death, resignation or refusal to act of either of the said Trustees or of both of them or any successor or successors appointed hereinafter stipulated the remaining Trustee for the time being and as often as such vacancy shall occur shall apply to the Court of Common Pleas of the said County of McKean by petition stating the facts of such death, resignation or refusal to act of his co-trustee and that thereby a vacancy has been caused in the said Trusts and requesting the said Court to nominate and appoint a suitable person to act with him in the place of the said Trustee dying, resigning or refusing to act, and the Trustee so appointed by the said court upon such petition and whenever and as often as such appointment may be made, shall have, possess, and enjoy all the powers, privileges and authorities which present Trustees have and possess under and by virtue of these presents, and it is hereby specially provided and declared that all the powers and authorities hereby granted of and concerning each and every of the trusts hereby declared, and incident necessary and requisite in the premises shall be as fully and completely exercised, and performed by them, the said William Biddle and Thomas L. Kane, Trustees, and by their successors in the said trust, as if specially contained, set forth and provided in the above recited indentures, and each of them whereby the said land and premises, reservations, liberties, privileges, easements, waters and water rights became vested in them, the said William Biddle and Thomas L. Kane, trustees, and that for these purposes this instrument shall be held, taken, construed and considered, as forming a part and portion of the said indentures, and each of them in witness whereof the said the McKean and Elk Land and Improvement Company have hereunto caused their common or corporate seal to be hereunto affixed, and the said William Biddle and Thomas L. Kane have hereunto set their hands and seal this twenty-fifth day of September, in the year of our Lord one thousand eight hundred and sixty-eight (1868).

F. FRALEY,  
*President.*

Attest.

WILLIAM HACKER, *Secretary*  
(Corporate Seal)

WILLIAM BIDDLE, (L. S.)

THOMAS L. KANE (L. S.)



## APPENDIX C

## EARLY REMINISCENCES OF KANE

BY MRS. E. D. KANE

My first knowledge of this region dates from the year 1856, when my father-in-law, Judge John K. Kane, and a half dozen of his friends purchased a large tract of land in the counties of McKean, Elk and Cameron, and formed themselves into the McKean and Elk Land and Improvement Company. My husband came up to inspect the property and wrote to me in glowing terms of the delightful, exhilarating air, and the freshness of the forest. He arranged a summer visit for us, and I made my first trip to the mountains in the only way then practicable. We left Philadelphia for New York, and thence by rail to Olean. Here we took stage as far as Smethport, where a large but not a very attractive hotel, the Bennett House, received us. There was a stage route from Smethport to Ridgway then, following a line now abandoned in favor of the road via Wilcox. This highway gave me my first acquaintance with corduroy roads and places where brooks had overflowed and the bridges had floated out, and not been replaced. Mile after mile of unbroken forest we traversed, but then there were also new settlements that have since been abandoned, and have either relapsed into second growth of woodland, or taken on new life under other conditions. Such were Ginalsburg, Clermont, and Williamsville. The last was a pretty little village in a valley of the Clarion on the edge of McKean County. The Elk County line crossed the hill above, and along the highway stretched a straggling settlement of new farms which were included in the name Williamsville. We boarded with Judge William P. Wilcox, the pioneer, and after one delightful season, we bought his place and spent our summers there. It is now the residence of Hon. A. A. Clay.

During our stay there my husband explored the forest thoroughly, looking up railroad lines and a better route for the Sunbury and Erie Railroad (now Philadelphia and Erie) to cross the divide than the one they had chosen. He found the pass, now known as Kane Summit, and the old line was abandoned after a good deal of expensive work had been done. Traces of it remain in the valley, higher up on the hill than the present line, as it had to ascend more rapidly. An embankment below East Kane, and a cut ending at the Walford farm remain, too. I think it was to come out near where the A. J. Nohlquist farm now is, and there was to be a village.

However, as I said, the new line was adopted, and Colonel Kane determined to locate the village of the future on the present site. He decided to prove his faith in its capabilities by making his own home



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there, and in the summer of 1860 began to build. We were to have a stone house, and the stone was cut and hauled and the cellar built that season. All the lime was brought in from "York State" over a road cut through the unbroken forest from the nearest point on the Smethport and Ridgeway "pike road."

Then came the Civil War. Thomas L. Kane offered his services to raise a regiment as soon as the fall of Sumter was known. I need not tell the story of the Bucktails, and how nobly each little forest clearing and tiny valley farm gave up its best and dearest for the country's need. Their heroic deeds are not forgotten.

Our plans came to a standstill. In 1862 my husband was a lame man, a prisoner on parole for a few weeks, and as he was anxious to revisit McKean County, I undertook to help him to do so. By that time we could go as far as Lock Haven on the Sunbury and Erie. Thence we drove with two gentlemen, one a contractor, the other a landowner who hoped to establish a settlement later. I don't remember the place, because he succeeded in giving it a pleasanter name. It was then known as Rattlesnake.

Work on the railroad had been suspended for a time, and we drove, sometimes along its grade, sometimes along an old road that was in part covered by the railroad and in part used by contractors. It ended at Emporium, where we were met by Mr. Willis Barrett with our own carriage and horses, left in his care during our absence. We spent the third night of our journey from Philadelphia at his pretty farm, four miles from Smethport, and drove next day to Howard Hill, now Mount Jewett, where there were two or three settlers. From there we had to go on horseback, riding on our very rough carriage horses. Two men and the hunter, David Cornelius, accompanied us on foot, and led my horse through the green pools and swampy places of the contractor's road through the forest. My husband's crutches were strapped to his saddle, and so we made our way to the site of our future home. What a disappointment I had! My husband had told me so much of the beautiful view we should have, and the fine rolling country around Kane, that I had imagined I should see the views and appreciate the situation. Instead, late in the afternoon, tired and hungry, we came out on a tiny, tiny clearing in which a cellar had been finished, and a ram was pumping a stream of water. Nothing else showed signs of life, and the tall, encompassing forest trees enveloped the clearing in deep shadow. Even the cut stone for the house had disappeared, taken, as we afterwards found, for the "big dump," as they called the high embankment near the present town. Riding farther on, following the sound of axes falling briskly, we came upon a force of men engaged in cutting out the railroad line, in front of our place, and on the partially built embankment, and a few shanties in the hollow. This was all there was of Kane, and I was not sorry to retrace our way to a log hut called "Castle Dalson." It stood

somewhere on the stream called from it, Castle Fork, and had been built for the accommodation of a party of mining engineers who were examining our lands under the superintendence of a Mr. Dalson. There was no one there at the time but the people in charge of the camp, Michael Glatt and his wife. The hunters had provided a fine mess of trout for our supper, and a thick bed of hemlock twigs on the floor for our repose. For my part, however, I was too thoroughly an inhabitant of the cities to enjoy it and lay long awake, shuddering whenever a little green worm crawled up my sleeve or inside my collar.

Next day we returned to Barrett's and thence to the New York and Erie Railroad at Great Valley. We visited the homes of all the Bucktails that we could on our way, giving them news of their boys, and I never shall forget the touching scenes, as our wagon halted, and the people would come hurrying down from their work on the hillside, or from the log cabin to ask after the welfare of son or husband, or to hear how bravely they had died for their country.

Bradford was not in existence, and Tuna Village contemplated giving up the ghost, as the Marshburg coal field had not fulfilled its promise, and it was thought that the railroad branch from Great Valley would be taken up. We made the trip over it in a hand car, brushing through the deep meadow grass that was intruding on the track.

I next saw Kane in 1864. General Kane had a busy sawmill in operation, with shanties for the workers down in the meadow swamp between where the McCoy Glass Works now stand and the P. & E. Railroad. We moved into the new building, which was to be our barn, in September of that year. It was temporarily partitioned off into rooms for our occupancy, as our workmen were unwilling to face the winter if we would not. We had by this time a post office in one of the group of buildings where the railroad officials dwelt, some of which are still standing opposite the round house. The formal opening of the railroad for service occurred a few weeks after we moved in, and we were able to get regular supplies from Warren and Erie. We had a "store in town," however, a frame building of extreme simplicity, placed, if my memory serves me, in the rear where Magowan's drug store now is. Here young Orlando D. Coleman showed his faith in the future prosperity of Kane, and he was among the first purchasers of lots in the infant town. A street was surveyed, running north and south, and named after the Hon. Frederick Fraley, one of the members of the McKean and Elk Land and Improvement Company. The prosperity of our village was believed to be assured by the location of the car shops of the Philadelphia and Erie Railroad here, and the site selected by Mr. Coleman on Fraley Street was about where the business center seemed likely to be. The two points of activity were the railroad shops and our sawmill. We had a public school, too. It was a log building in a hemlock grove. I have (or had before the fire of March 23rd) a large photograph of the school, with a group of scholars

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astride a log. One little merry face belonged to George Mell, but I forget the others. Many improvements have taken place in Kane, but I confess that the lately burned engine shed of the Pittsburgh and Western Railroad Company with its shabby surroundings, was a poor substitute for the grove and the picturesque log school house whose site it occupied. Here religious services were held on Sundays by a Methodist lay preacher, and I have seen the squirrels run across the rough, bark-covered rafters as he exhorted.

I think that the cottages which stood on Fraley Street, one of which now occupied by Mr. Donachy only remains, were put up in the summer of 1865 with the idea of being occupied as summer residences by General Kane's associates in the Company, until the projected hotel should be completed. A double cottage was erected on Chase Street for two of the Philadelphia carpenters, and another, Mr. Lafferty, decided to throw his fortunes in with the town by committing himself to the erection of what was then the finest building. It is still occupied by his daughter, Miss May. The double cottage on Chase Street is now owned and occupied by Edward Brooder.

One's plans undergo great changes in a few years and outward circumstances exercise as great an influence over the direction of the growth of a town. While we owned the Chase Street building, we called it "The Hospital Cottage," because General Kane hoped to establish a Cottage Hospital there. From experience he knew how marvelously wounds heal in this air, and he felt that this was a place where a hospital would be a blessing to the community. The necessity of it was always on his mind, but the destruction of our mill by fire, and the great strain put upon his resources, and those of the few other stockholders who had faith in the country, to pay for the large tract of land the company had purchased, prevented his carrying out his plans. No one would help to found a hospital in Kane, and the General turned his attention to Bradford. Before his death he succeeded in interesting philanthropists there, and since his death a pavilion of the hospital has been called after him in kindly memory of his efforts. In Kane his wish has been carried out by the unaided efforts of his family and the tiny cottage hospital which his son, Evan, first built on the Smethport road has been abandoned for the larger hospital in the Thomson House Park. This is now inadequate to the needs of the work, as the hospital is thronged with surgical cases, and has more patients than many of thrice its size.

A blow to the growth of Kane was struck by the removal of the railroad shops to Renovo, and with the change of population caused by it, the American and Irish citizens ceased to predominate. Horace Greeley had strongly urged on General Kane the excellence of the Swedish element in citizenship, and in the years 1867 and 1876 he started successive farming settlements along the Smethport road. The influx of Swedes was preponderant, and they now form a very large class of our citizens.

The log school house was soon replaced by the pretty frame building now used as a church by the Missions Nanner Swedes. Divine services were held here alternately by the Methodists and Presbyterians, until the Methodists erected their first church building on Fraley Street. . . .

Ours was a quiet, happy village, and the intention to make permanent homes was soon shown by the planting of shade trees along the street fronts. Grown people who as children saw those little trees set out by their parents can scarcely reconcile themselves now to see them cut down to make room for stately shop fronts and concrete pavements. Few of the grown men and women who helped to found Kane remain, perhaps Mrs. D. T. Hall, the Starsmeares, the Youngs, Mr. Meese, and myself are the only ones, though many of the children are now the heads of households, as the Magowans, McConnells, Mrs. Randolph Campbell, the Lay, Hyde, Kavanagh, and Gervais families.

The foregoing article is quoted from a letter written by Mrs. Kane in 1895 and published in a Woman's Edition of *The Kane Leader* under date of July 4th of that year.

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## APPENDIX D

### APPLICATION FOR BOROUGH CHARTER

#### NOTICE OF APPLICATION FOR THE INCORPORATION OF THE VILLAGE OF KANE AS A BOROUGH

##### *Boundaries of Borough as Determined by Committee*

Public notice is hereby given that an application will be made to the Court of Quarter Sessions of McKean County at Smethport, Pa., on the 4th day of October, 1886, for the incorporation of the village of Kane, in said County, as a borough under the name and title of "The Borough of Kane," with appropriate boundaries, in accordance with the provisions of the Acts of Assembly in such case made and provided.

N. M. ORR,

*Attorney for Petitioners.*

Kane, Pa.,  
Aug. 26, 1886.

The Committee, after a thorough examination of the different drafts of the town, placed the lines as follows:



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Beginning in the west line of Hunter's district at the southeast corner of subdivision 383 of warrant 2389, thence by the south line of said warrant west 1,650 feet; thence by line alley parallel to Wetmore Avenue, north about 6,200 feet to the north line of land of Thomas H. Ryan in subdivision 343; thence by the north line of said land of Ryan east (?) feet to the west side of township road; thence by said west side of road 25 feet from the center thereof southwestwardly to the intersection thereof with the west line of Hunter's district aforesaid; thence parallel to Greeves Street, north  $70^{\circ}$  east to a line parallel to and 1,430 feet, northeastwardly from line of the west side of Dawson Street (as the same is marked by stone monuments set in the ground); thence by said parallel line  $20^{\circ}$  east to a point of intersection with a line parallel to the south side of Greeves Street (as marked by similar stone monuments) and distant 1,860 feet northwestwardly therefrom; thence by said line parallel to Greeves Street north  $70^{\circ}$  east 2,800 feet; thence perpendicular to Greeves Street south  $20^{\circ}$  east 3,360 feet; thence parallel to south side of Greeves Street south  $70^{\circ}$  west to a point in center of the Philadelphia & Erie R. R. about 645 feet eastwardly from the 95 mile post; thence westwardly to the place of beginning.

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## APPENDIX E

### LETTERS FROM GEORGE W. CAMPBELL

The following is quoted from the *Kane Republican*, September 12, 1898. The letter is from George Campbell to his father:

Two letters came from you last night. I received twelve letters from home. Among them one from Mr. Halliwell to all the Kane boys, but I am sorry to say that Amos Cupp and I are the only ones left in the regiment, as all the others are sick. I have not heard from Vincent since he was taken to Ponce last Sunday. Another man from our company is dead.

The second Wisconsin started for home today in a drizzling rain. I am on outpost duty for twenty-four hours now and get all I want to eat, but am compelled to sleep with my clothes on and in the rain. The last time I went on outpost duty it rained and we all got fearfully soaked. Some of our boys, among them our native interpreter, were taken sick. Mr. West has fever symptoms, but he is not down yet. I am as well as ever and there is just one pound's difference in mine and Cupp's weight. My clothes are in rags, but I have ordered new ones.

Canned condensed milk costs \$1.50 a can, peas pint can, 50 cents and apricots \$1.25. I don't eat any of them. I drink all the fresh milk I can get at 10 cents a cup and corn bread, a roll of which I get in trade for six hard tack. A roll of corn bread is about a foot long, an inch thick and round. It tastes like corn mush that has cooked too much with no salt in it. We all have beds at camp now by order of Col. Hulings. I walked a mile and a half, tore down a fence and carried the boards back to camp in less than an hour and built my bed in five minutes. It is the best one in the camp.

We are expecting to move any time now and I may not have a chance to write again, at least not often. We are kept pretty busy, on guard one day and police the next, then guard again. I may not see Vincent again, as he will probably leave for home before we get back to Ponce. He is completely run down and has been very sick. I would advise no one to come here to spend the winter. Between the food and the rain one would have a tough time of it. The rainy season has not begun yet, but we have had a hint what it will be when it does come.

We are living principally on rice that we captured and the hope of getting home soon. The commissary department says that there are just two days more of rations for the 16th regiment and have given us yarns instead of rice part of the time.

Another letter from George W. Campbell to his father under date of August 1, 1898, is given below.

We get a great deal of guard duty here. I have an outpost that is the farthest from camp and have to search everyone who goes by and take all weapons found on them. I have slept about eight hours in the last 72 and don't expect to get to sleep before one o'clock tonight and get up at five. A person in this climate don't want as much sleep as he does up home. We get it some harder than the rest of the regiment, as Company I forms the advance guard of the regiment.

I have seen Vincent but once since we landed and that was last Friday. He was well and he and Fred Folk and I had dinner together. I furnished a can of tomatoes, Fred furnished the water and two empty cans and Vincent scraped up some sugar and we had a quart of tomato soup apiece. That dinner was the envy of the regiment. Fred did the cooking.

We are lying in camp under orders to stay in camp. We are not allowed to take our clothes, shoes or cartridge belt off. My feet get sore wearing them all the time. It rains daily here, but dries quickly, so it is not very muddy.

We are encamped in an old field and looking to the left as I lie in my tent I see first a large sugar cane plantation and beyond green fields of pasture with the bright green cut by the darker green of cocoanut trees, and in the distance are seen the hills that seem to cover the most of the island

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and where the Spaniards that we have driven from the towns—we have captured three towns—roam the woods and terrorize the simple natives.

I haven't washed in three days and I look about as much like a native as I do myself. I have tanned until you won't know me when I get back, as I am yellow like a Chinaman. There are millions of mosquitoes, spiders and lizards here of all descriptions, sizes and kinds. I woke up once and found a nice worm about eight inches long curled up in my hand as comfortable as possible. I always cover my head with my handkerchief to keep them out of my mouth.

We who are in the vanguard fare better than those in the main body; we were given a whole ox today to eat. Company H is the support and follows Company I closely, but the rest of the regiment is several miles behind. We came very near being captured while on board the transport. The captain of the transport had orders to take us into San Juan harbor and we were just at the entrance when we met the *Cincinnati* and she brought us to Ponce. If she had been two hours later we would have been prisoners. We may move from Juana Diaz in half an hour and may not for a week.

Lovingly,  
GEORGE

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### APPENDIX F

#### FRALEY STREET

The following paragraph is quoted from the *Kane Daily Republican*, May 31, 1899:

Fraley Street, Kane's main business street, derived its name from Frederick Fraley, a distinguished Philadelphian and a warm friend of the late Gen. Thos. L. Kane. Mr. Fraley celebrated his 95th birthday Saturday last and it is said to all appearances he would not be considered over sixty years old. One of the Philadelphia papers, in referring to his great age, says:

"Frederick Fraley was already close to man's allotted time when the tears of the country were wiped away by the news of Appamatow. To you, school boy, the great Centennial of '76 is but a tradition. Mr. Fraley will tell you, 'I was only 72 then.' To 97, 72 is the heyday of youth."

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### APPENDIX G

#### TREATY OF FORT STANWIX

October 23, 1784

The six Indian nations to the Commonwealth of Pennsylvania, Deed for lands purchased October 23, 1784.

To all People to whom these presents shall come, We Anigwendahonji and Teweghnitogon, Sachems or Chiefs of the Indian nation called the Mohocks. Kanonghwenya, Atyatonenghtha, and Tatahonghteayon, Sachems or Chiefs of the Indian nation called the Oneidas, Obendarighton and Keatarondyon, Sachems or Chiefs of the Indian nation called Onondagoes. Oraghgwanentagon, Sachem of the Indian nation called the Cayogaes. Tayagoneatageghti, Tehonweeaghreyagi, Thaghnaghtanhari, Sachems or Chiefs of the Indian nation called the Senecas. And Ononghsawanghti and Tharondawagon, Sachems or Chiefs of the Indian nation called the Tuscaroras, being met together in a general council of the Six Nations convened at Fort Stanwix, by the Honorable Oliver Wolcott, Richard Butler and Arthur Lee, Esquires, commissioners of Indian affairs, duly appointed by the Honorable the Congress of the United States, for the northern and middle districts, send Greetings. Know ye that We the said Sachems or Chiefs for and in consideration of the



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sum of five thousand dollars, to us in hand paid, before ensembling and delivery of these presents, by the honorable Samuel John Atlee, Esquire, and William McClay, and Francis Johnson, Esquires, commissioners for and in behalf of the Commonwealth of Pennsylvania, the receipt whereof We do hereby acknowledge, Have granted, bargained, sold, released and confirmed, and by these presents, for us and the said Six Nations, and their confederates and dependent tribes, all of whom we represent, and by whom we are thereunto authorized and impowered, Do grant, bargain, sell, release and confirm unto the said Commonwealth, all that part of the said Commonwealth not yet purchased of the Indians within the acknowledged limits of the same, Beginning on the south side of the river Ohio, where the western boundary of the state of Pennsylvania crosses the said river, near Shingo's old town, at the mouth of Beaver Creek, and thence by a due north line to the end of the forty-second and beginning of the forty-third degrees of north latitude, thence by a due east line separating the forty-second and forty-third degrees of north latitude, to the east side of the east branch of the river Susquehanna, thence by the bounds of the late purchase made at Fort Stanwix, the fifth day of November, anno domini, one thousand seven hundred and sixty-eight as follows: Down the said east branch of Susquehanna, on the east side thereof, till it comes opposite to the mouth of a creek called by the Indians, Awandac, and across the river, and up the said creek on the south side thereof, and along the range of hills, called Burnett's Hills by the English, and by the Indians,— on the north side of them to the head of a creek which runs into the west branch of Susquehanna, which creek is by the Indians called Tyadaghton, but by the Pennsylvanians Pine creek, and down the said creek on the south side thereof, to the said west branch of Susquehanna, then crossing the said river, and running up the same on the south side thereof, the several courses thereof, to the fork of the same river, which lies nearest to a place on the river Ohio called Kittanning, and from the fork by a straight line to Kittanning aforesaid, and then down the said river Ohio by the several courses thereof, to where the western bounds of the said state of Pennsylvania crosses the same river, at the place of beginning. Together with all lakes, rivers, creeks, rivulets, springs, waters, soils, lands, fields, woods, underwoods, mountains, hills, valleys, savannahs, fens, swamps, isles, inlets, mines, minerals, quarries, rights, liberties, privileges, advantages, hereditaments and appurtenances whatsoever, the said tract of land and country belonging or in any wise appertaining, and all the right, title, interest, claim and demand whatsoever, of us the said sachems or chiefs, and of the said Six Nations and their confederates and dependents, tribes, and every of them. To have and to hold the said tract of land and country, with the appurtenances thereunto belonging, unto the said commonwealth to the only proper use and behoof of the said commonwealth, for ever, so that we, the said sachems or chiefs nor any

of us, nor the said Six Nations, nor their confederates and dependent tribes, nor any of them, nor any of our or their heirs, children or descendants, shall claim, demand or challenge any right, title, interest, or property, of, in, or to the said tract of land or country, but from the same shall be forever barred and excluded: and the same tract of land and country, shall forever hereafter be peaceably and quietly possessed by the said commonwealth, and all persons, who shall settle thereon, under the authority of the same, without the let, hindrance, molestation, interruption, or denial of us the said sachems or chiefs, or the said Six Nations, or their confederates, and dependent tribes, or any of them, or of our or their heirs, children, or descendants, In witness whereof, We the said sachems or chiefs, for ourselves and the rest of the Six Nations, and their confederates and dependent tribes, have hereunto set our hands and seals. Dated at Fort Stanwix aforesaid, this twenty-third day of October, in the year of our Lord, one thousand seven hundred and eighty-four.

ORAGHWANENTAGON, his X mark, L. S.  
TAYAGONEATAGEGHTI, his X mark, L. S.  
TEHONWEEAGHREYAGI, his X mark, L. S.  
THAGHNAGTANHARI, his X mark, L. S.  
ONONGHSAWANGHTI, his X mark, L. S.  
THARONDAWAGON, his X mark, L. S.  
ANIGWENDAHONJI, his X mark, L. S.  
TEWEGHNITOGON, his X mark, L. S.  
KANONGHWENYA, his X mark, L. S.  
ATYATONENGHTHA, his X mark, L. S.  
TATAHONGHTEAYON, his X mark, L. S.  
OBENDARIGHTON, his X mark, L. S.  
KEATARONDYON, his X mark, L. S.

Sealed and delivered in the presence of us,

OLIVER WOLCOTT,  
ARTHUR LEE,  
RICHARD BUTLER,

*United States Commissioners.*

AARON HILL,  
SAMUEL KIRKLAND, Missionary.

JAMES DEAN, *Interpreter.*

ALEXANDER CAMPBELL, *Sec. Com. U. S.*

SAMUEL MONTGOMERY, *Ag. & St. K. C. C.*

G. EVANS, *Sec. Penns. Ind. Commis.*

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## APPENDICES

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### APPENDIX H

#### BOROUGH AND SCHOOL OFFICIALS

The following is a list of the Chief Burgesses of Kane, with year of election.

W. B. Smith.....	1887
M. W. Moffitt.....	1890
N. M. Orr.....	1891
J. D. Brooder.....	1893
W. B. Smith.....	1894
Joshua Davis.....	1895
H. H. Clayson.....	1897
N. M. Orr.....	1899
Edmund L. Ryan.....	1902
Claude B. Gillis.....	1907
M. J. Fitzgerald.....	1909
James F. Wood.....	1914
E. H. Watkins.....	1922
N. A. Nelson.....	1925

#### Principals and Superintendents of Kane Schools:

Principal, Miss Marsh.....	1864-65
Principal, Miss Lucy Starks.....	1865-66
Private Schools.....	1866-67
Principal, Miss Holmes.....	1867-68
Principal, Henry Sartwell.....	1868
Principal, Mr. Thompson.....	1868-69
Principal, Samuel Smith.....	1870-76
Principal, M. O. Campbell.....	1876-80
Principal, W. P. Eckels.....	1880-84
Principal, J. W. Pierce.....	1884-87
Principal, F. A. Lyte.....	1887-89
Principal, E. B. Horton.....	1890-96
Principal, A. E. Kingsbury.....	1896-98
Principal, J. E. Henretta.....	1898-1902
Superintendent, T. E. Lytle.....	1902-09
Superintendent, J. A. McCleery.....	1909-11
Superintendent, F. R. Nield.....	1911-15
Superintendent, H. O. Dietrich.....	1915-22
Superintendent, R. S. Dewey.....	1922-26
Superintendent, W. R. Skillman.....	1926-28
Superintendent, R. D. Welsh.....	1928-

APPENDIX I

THE KITTANNING ROAD

*Commonwealth of Penna.*  
*McKean Co.*

On the Thirteenth day of May in the year of our Lord one thousand eight hundred and nineteen before me Ezekiah Foster one of the justices of the peace in and for the said county personally appeared Brewster Freeman Esquire who under the authority of An Act of the Legislature of the said Commonwealth passed the twenty-third day of March last is appointed by the Governor as one of the commissioners to lay out a state road from the County of Armstrong thence on the nearest and best route to the State line in a direction to the village of Hamilton on the Allegheny river in the State of New York, who on his solemn affirmation saith that he will faithfully and impartially do and perform the duties enjoined on and required of him as commissioner as aforesaid by the said Act.

BREWSTER FREEMAN

Affirmed and subscribed before me  
this 13th day of May, 1819.

EZEKIAH FOSTER

*Armstrong County, Pa.*

Before me the subscriber a justice of the peace in and for the said county personally appeared Samuel Mathews Esq. and David Lawson two of the commissiners appointed in pursuance of an Act of Assembly to make and lay out a state road from the town of Kittanning in the County of Armstrong on the nearest and best route to the state line on a direction to the village of Hamilton on the Allegheny river in the township of Olean in the State of New York, and being sworn doth say that they will faithfully perform the duties required of them by said Act.

Sworn and subscribed before  
me this 2nd day of June, 1819.

DAVID JOHNSTON

SAMUEL MATHEWS  
DAVID LAWSON

To the subscribers, commissioners appointed by the governor of the Commonwealth to view and lay out a road from the town of Kittanning to the state line in a direction to the village of Hamilton in the township of Olean in the State of New York, agreeably to an Act of Assembly passed the 23rd day of March last, do report that we have viewed and laid out said roads, a draft of which together with the courses and dis-



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APPENDICES

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tances are hereunto annexed, and that we are of the opinion that it is necessary that the same be confirmed of the width of 60 feet. Given under our hands this day of September one thousand eight hundred and nineteen.

(Signed) SAMUEL MATHEWS  
BREWSTER FREEMAN

WESTLINE, PENNSYLVANIA

May 16, 1928.

*Mr. J. E. Henretta*  
*Kane, Pennsylvania*

DEAR MR. HENRETTA:

I have your letter relative to the old Kittanning Road. I know it came down the hill from Lafayette Corners on the Wintergreen side of the slope, and it is still a fairly plain old woods road through my woodland along down the side hill. It crossed the mouth of Wintergreen Run near the intersection where the new pavement is to be built, thence down the Kinzua Valley, crossing the Kinzua Creek at a very large rock in the creek about one-half mile below where Olivedale was located on an old log bridge (this I got from two different men who as boys remembered it), then proceeded up the side hill toward Kane. I have no knowledge beyond that.

Yours very truly,  
(Signed) EDMUND L. DAY.

ELD:LJB

Report of a state road from the town of Kittanning to the state line in a direction to the village of Hamilton in the township of Olean in the State of New York.

Samuel Matthews, David Lawson, and Brewster Freeman, commissioners appointed by the Governor of Pennsylvania by virtue of an Act of Assembly passed the 23rd day of March, 1819, to mark and lay out the aforesaid road—made report of a road by them laid out of the following courses and distances, viz.:

Beginning near the 162 mile stone on the line of the state of New York, at a hemlock tree, thence south  $16^{\circ}$  W 142 perches to a maple . . . post 109 miles and thence South  $25^{\circ}$  E 18 perches to the north end of Water Street in the town of Kittanning—a draft whereof is to the said report annexed and which they adjudge necessary for public use—and request that the same be confirmed of the width of sixty feet. Whereupon the court after due consideration thereof confirmed the part of the above road under their jurisdiction and ordered the report to be entered of record.

By the Court Jan. Sept. 1820

APPENDIX J

LETTER FROM DR. THOMAS L. KANE

DAYTONA BEACH, FLA.

March 5, 1928.

J. E. Henretta,  
Kane, Pa.

DEAR PROFESSOR:

It gives me pleasure to be able to send you these two photographs of the first house ever built in Kane. This little log cabin was built under my father's instruction and with his assistance by an old hunter and guide named David (Dave) Cornelius. He had probably an old pal of his working with him. I cannot at this moment recall the name, though I have it among some papers at home.

General Kane built it a few years before the War of the Rebellion, though I cannot give the exact date. I know, however, that it was in the late fifties. We know that when he was wounded and lying in a very filthy southern prison cellar that he was longing for this mountain retreat and it is rumored that he was at times delirious and talked about this cabin by the cool spring—(Seneca or Council Spring)—and that he then resolved that if he lived he would return and build a town near by and devote the rest of his life to developing the region. He was paroled and did return and when he was exchanged and allowed to return to the front he wrote in this little cabin a series of letters which he intrusted to the said Dave Cornelius to be mailed from time to time to my mother so that she would believe that he was safe in the mountains. Unfortunately the said Dave was neither educated nor intelligent and he mixed the letters up and mailed them so indiscriminately that mother received them in wrong sequence, and among other discrepancies got one dated considerably later than it was received.

The cabin was constructed of beech logs, roofed with rough boards, had hand-planed pine floor and door of the same material. There was but one small window, which was upon the western side. The door was on the south front, toward the big spring.

These two paintings were made by Dr. Kane many years later when the cabin was almost in ruins but still occasionally occupied by the old Indian, Jim Jacobs, who is seen sitting in the doorway. This Indian was a rather drunken and disreputable descendant of Chief Jacobs, who was in charge of the Village of Kittanning at the time of the massacre. He and his wife and one or two of his children were burnt alive in their home at the command of Colonel Armstrong.

Hoping that the pictures may be of service to you in the preparation of your book and requesting that you allow me to pay for the making of a proper cut from any of them that you think would be appropriate, I remain,

Yours truly,

THOMAS L. KANE.

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## APPENDICES

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### APPENDIX K

#### AWARD TO LIEUTENANT BISSELL

*Subject:* Distinguished Service Cross and Silver Star Citation. To First Lieutenant Clayton L. Bissell, Air Service. Office Chief of Air Service, Washington, D. C.

1. You are informed that by direction of the President under the provisions of the act of Congress approved July 9, 1918, as amended by the act of Congress approved April 7, 1922, the distinguished service cross has been awarded to you and you will be later informed of the date and place of presentation.

2. It is requested that the gallantry certificate previously awarded you by the Commanding General, American Expeditionary Forces, be returned to this office for cancellation, as the distinguished service cross is a higher award than the certificate for gallantry in action and is awarded on account of the same act of gallantry for which the certificate was granted.

3. Under the provisions of the act of Congress approved July 9, 1918, you will be cited in War Department General Orders for gallantry in action, an official copy of the citation being inclosed herewith. This citation entitles you to wear the silver star decoration as presented by paragraph 48, Army Regulations 600-40. The Quarter Master General of the army has been directed to forward such a decoration to you.

By order of the Secretary of War,

WILLIAM A. WOODLIEF, *Adj. Gen.*

#### CITATION

##### SILVER STAR CITATION

Clayton L. Bissell, First Lieutenant, Air Service, then First Lieutenant 148th Aëro Squadron, Air Service. For gallantry in action near Marquion, France, September 4, 1918. While on an offensive patrol at 7.00 A.M he discovered two enemy planes firing upon an American machine. He dove into the midst of the combat and shot down one of the enemy, which crashed near the Canal du Nord. He was then attacked by two enemy planes, but by serious fighting and skillful maneuvering he succeeded in shooting down another of the enemy machines out of control.

APPENDIX L  
LETTER FROM H. H. SHENK

PENNSYLVANIA HISTORICAL COMMISSION  
HARRISBURG, PENNSYLVANIA

July 24, 1928.

*Mr. J. E. Henretta,  
Kane, Pennsylvania.*

MY DEAR MR. HENRETTA:

I am in receipt of your letter addressed to the State Historical Commission, and am very much interested in your statement concerning the discovery of an old fortification near Kane. I shall call the attention of the Commission to your letter at its meeting next week. I agree with you that the investigation should be made by someone who has the necessary training and experience.

Very sincerely,

(Signed) H. H. SHENK,  
*Executive Secretary.*

HHS:B



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